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skin diver

Volume Thirty-three Number Eleven

FEATURES

MISCELLANEOUS	16	PADI INTERNATIONAL COLLEGE	DAN WALSH
		New location, comprehensive curriculum	
	20	NUMA	STEVE NAGIEWICZ
		National Underwater Marine Agency	
PHOTOGRAPHY	24	3M'S NEW COLOR SLIDE 1000 FILM	JIM AND CATHY CHURCH
	57	HELIX AUTO-MARINE HOUSING	STEPHEN FRINK
FOREIGN TRAVEL	35	BONAIRE DIVE GUIDE	GERI MURPHY
		Jewel of the Dutch Caribbean	
	69	ST. CROIX'S BUCCANEER HOTEL	STEPHEN FRINK
		And Caribbean Sea Adventures	
	76	SPANISH WELLS	PAUL TZIMOULIS
		Tranquil Bahamian setting, top-notch dive center	
DIVE EQUIPMENT	53	AQUA-LUNG COMPRO GRAPHITE FIN	ERIC HANAUER
	54	SCUBAPRO'S A.I.R. II	GEORGE COZENS
	56	BLUEWATER EXPLORER WETSUIT	BONNIE J. CARDONE
	58	OCEANIC DATAMAX	JIM WALKER
	60	CHRONOSPORT'S UDT/MARK II	JIM WALKER
	119	STEP-ON DIVE PLATFORM	ERIC HANAUER
LOCAL DIVING	61	MIAMI DIVE GUIDE	STEVE LUCAS
		Gateway to great adventures	
MARINE LIFE	74	SDM'S BOOK OF FISHES	BONNIE J. CARDONE
		Not just a pretty picture book	
WRECK DIVING	90	U.S.S. SAN DIEGO	GARY GENTILE
		WW II cruiser off Fire Island	
	110	S.S. AVALON	STEVE GILES
		Well traveled liner off Southern California	
COMMERCIAL DIVING	117	DIVERS ACADEMY OF THE EASTERN SEABOARD	CATHIE CUSH
		Hands-on training under actual conditons	

DEPARTMENTS	11	SCUBA QUIZ	26	WRECK FACTS	106	Rx FOR DIVERS
	14	DIVER'S CALENDAR	72	FISH OF THE	113	TECHNIFACTS
	18	FILM FESTIVALS		MONTH	120	DIVER'S DIRECTORY
		'N SYMPOSIUMS				



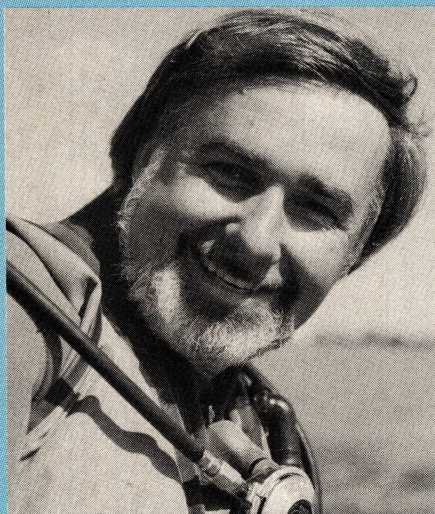
COVER

Snorkelers explore the fringing reef at Bonaire's Nukove. For more see page 35. Photo/Geri Murphy.

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SDM Editorial

BY THE PUBLISHER



SCUBA FITNESS YEAR-ROUND

One of the most difficult problems facing the certified diver is staying fit. Once the scuba class is finished and the novelty of those first few open water dives has worn off, the new diver may find himself slacking off. Perhaps it's the arrival of winter or maybe intensive school studies which cause the diver to stray. Within a month to six weeks of inactivity the diver has literally lost the muscle strength and stamina he worked so hard to build up during scuba class. In other words, he's back where he started.

How can you stay completely fit for diving, so you may go off on a dive trip whenever you choose? The obvious answer is to keep diving on a regular basis if it is humanly possible. Two dive trips per month is the minimum activity to maintain an acceptable degree of fitness. If you are having difficulty finding dive buddies or space on a dive boat, you might consider enrolling in some type of organized educational activity. Specialty courses on photography, wreck diving and U/W navigation, etc., offer opportunities for organized dive outings.

If regularly scheduled weekend dives are an impossibility, then regular workouts in a swimming pool could be a good alternative—provided those visits are really an organized workout and not just a quick dip. An average diver in good condition should be able to swim a minimum of one-quarter mile with fins and mask (no snorkel) with a rest stop. This type of exercise maintains leg muscle tone as well as keeping the respiratory

and circulatory systems up to par. A workout two or three times a week is adequate for maintaining good dive fitness. Incidentally, a scuba instructor should be able to do a one-half mile minimum swim.

For those divers who are out of shape and know it, the job is more difficult. It means starting from the beginning and rebuilding muscles, stamina, strength, skills and confidence. But how do you get started when you haven't been diving for six months? One of the best ways is to design a simple, but rigid, get-back-into-shape program. The first step is to establish a goal; a specific date a couple of months away. The target date might be a dive vacation, a long weekend dive trip, the start of lobster season or whatever.

The next step is a self-appraisal of your present physical condition. Just how bad is it? How many laps of a swimming pool can you do without being completely exhausted? How much overweight are you? How far can you swim underwater on one breath? Write all this information down, for it will serve as your personal standard of comparison throughout the next few weeks of training.

Then, set up a program of exercise that will occur during the six to eight weeks prior to your dive date. The exercise can be arranged to conveniently fit your lifestyle, but should include at least three to four visits to the pool each week. Business executives may find it more convenient to swim at lunch time, while others might find evenings and Saturday afternoons better.

The important thing here is your commitment. Once you start, let nothing stand in the way of accomplishing your regular exercise schedule. Don't let unexpected

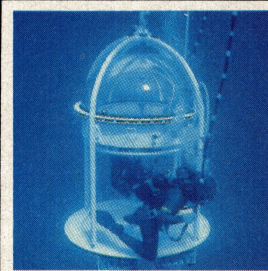
business appointments, a special TV program, visiting relatives, or a basketball game stand in the way of your exercise program. Make it the most important thing in your life—it may very well save your life.

What kind of exercise is best? Swimming, naturally. Sit-ups and jogging may be fine for improving circulation and wind, but only swimming will exercise those specific muscles you use in diving. Start out slowly with a minimum number of pool laps, increasing during each successive session. In a month of exercising four times per week, a person can easily work up from four laps to a possible one-quarter mile swim.

A few words of caution should be kept in mind while going through this program—improvement often comes slowly. Just stick with it on a steady basis. Don't attempt severe dieting while going through such an exercise program—You're going to need the energy to build up your strength.

Six to eight weeks of regular swimming and diving exercise will work wonders for you. Physically, you'll look better and feel better and most probably sleep a lot better. Mentally, you will have restored your confidence in your diving ability—and thus built up your immunity to possible panic underwater. Another benefit from such a program is restored dive skills. You again feel familiar with such basics as clearing your mask, emptying a snorkel and making a surface dive. You can now return to open water diving a much healthier and happier diving enthusiast. But most important—you're a lot safer than that other guy who is wheezing and puffing his way around the ocean.

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Photos by LARRY CUSHMAN

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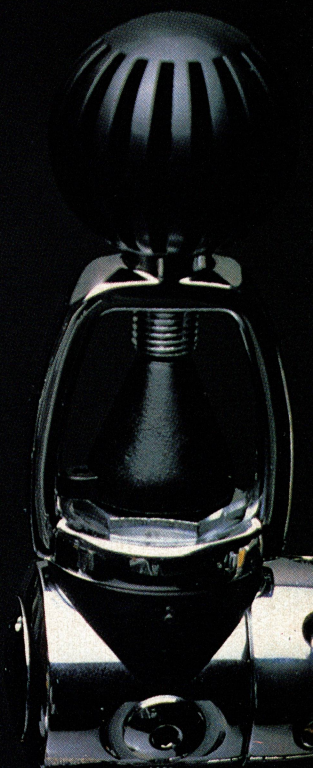
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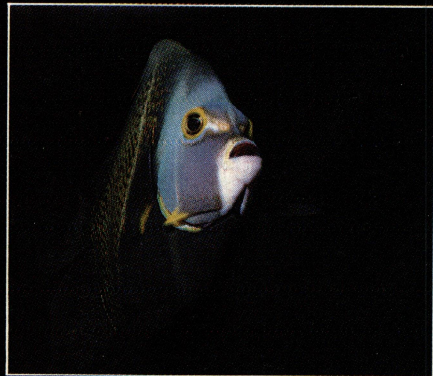
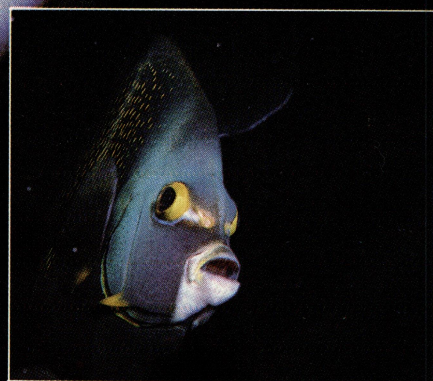
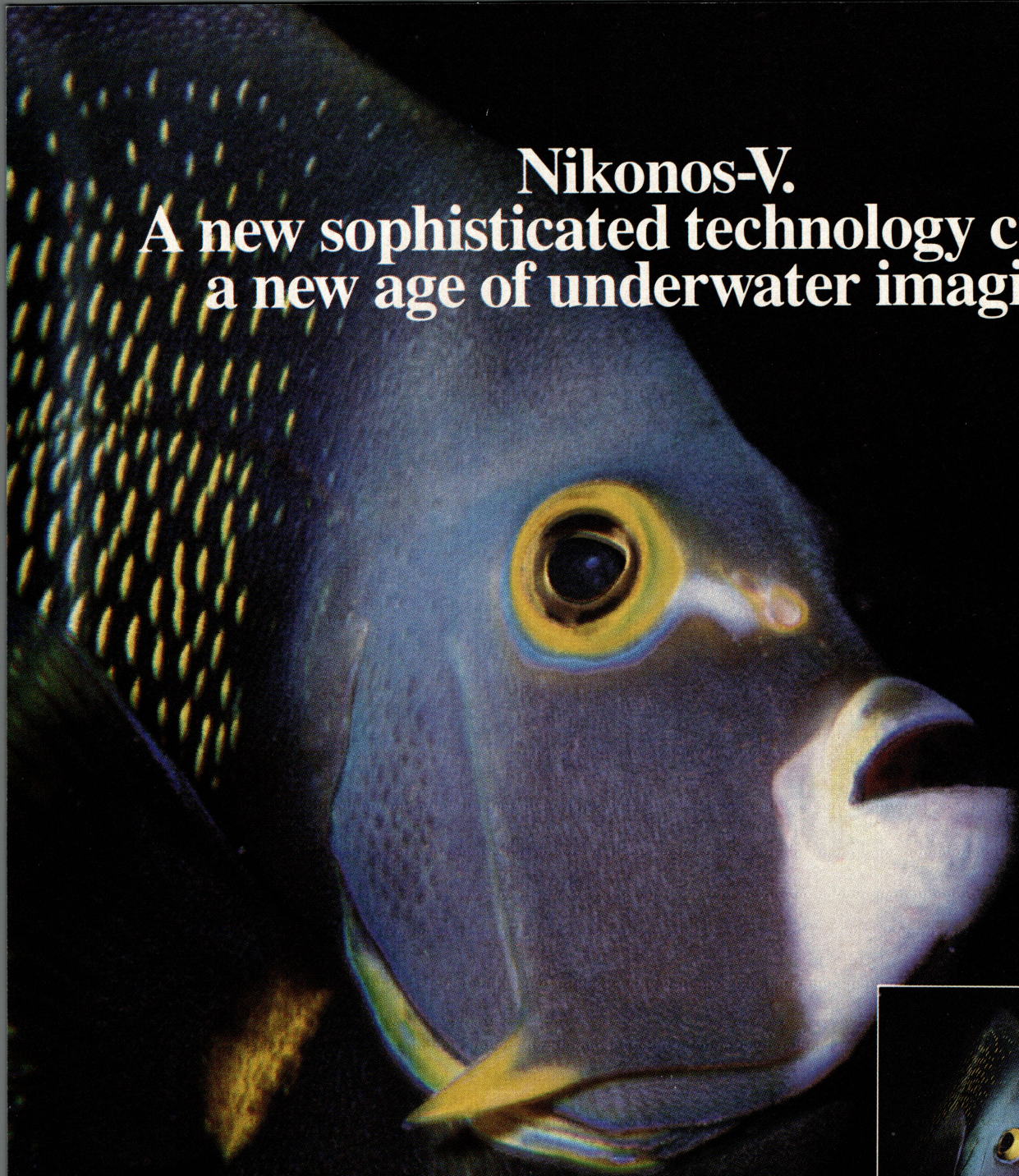
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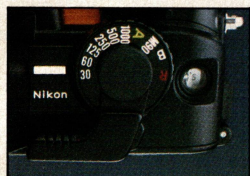


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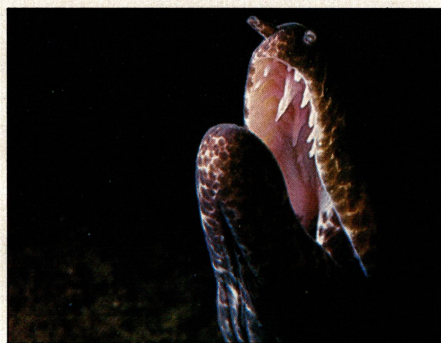


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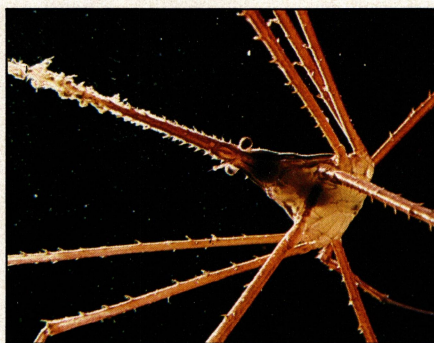
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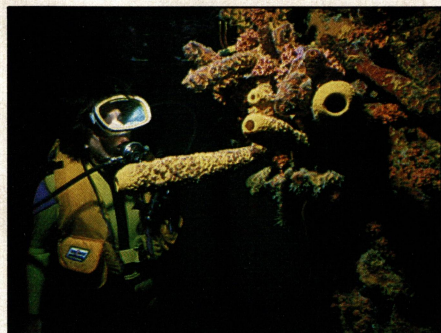
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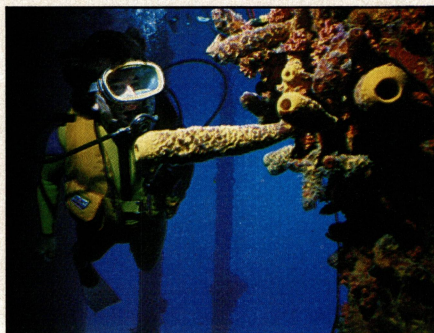
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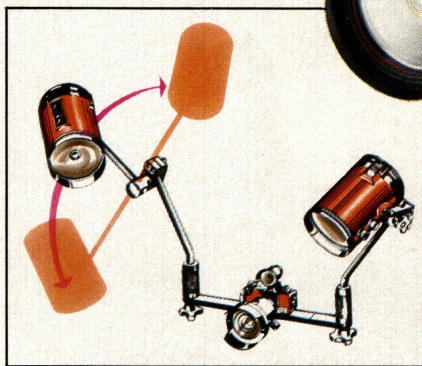


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Scuba Quiz

Category: Buddy System

By Dennis Graver

Some divers only give lip service to the buddy system and some even openly oppose it. Let's see why the buddy system is important and what procedures can be used to make it work effectively. List your answers to the following questions, then compare your lists with the answers on the following page.

1. List six reasons for adhering to the buddy system:

2. List the minimum level of certification required before a person is qualified to dive without a buddy:

3. List the primary qualification of a buddy diver:

4. List four things you should know about your buddy before beginning a dive:

5. List four actions a buddy team should take to be prepared for an out-of-air situation:

6. List four factors affecting the decision as to which member of a buddy team should be in charge of a dive:

7. What is the first step to be taken by a buddy pair to help them remain together while diving?

8. What is the primary factor that should determine the distance separating a pair of divers underwater?

9. The least desirable position of diver A in relation to diver B underwater is:

10. What action, relative to the buddy system, should a pair of divers take as the depth increases?

11. What is the established maximum time to search for a missing buddy before surfacing?

12. What is your primary responsibility as a buddy diver?

Scuba Quiz

Answers:

Buddy System

1. Six reasons for adhering to the buddy system:

- Prevent or solve equipment problems
- Assist during entanglements
- Assist if cramp occurs
- Assist if tired
- Assist if out of air
- Assist if unconsciousness occurs
- Obtain assistance if necessary
- Less tendency to panic
- Share experiences
- Greater safety

2. Minimum level for qualifying to dive without a buddy: There is no level of certification which qualifies one to dive alone. Instructors and experienced divers are seen diving alone at times, but that doesn't mean they are qualified to do so. Self reliance is good, but is no substitute for someone's help should you be unable to help yourself.

3. The primary qualification of a buddy diver: The person must want to buddy dive. No matter what other qualifications a person may possess, if he or she does not have a desire to stay with you underwater, that person is not qualified as a good buddy. If a person won't adhere to the buddy system, you have two choices: Follow that person throughout the dive or get a new buddy. The second choice is the better of the two.

4. Four things you should know about your buddy:

- Buddy's training and experience
- Emergency signals and procedures
- How to identify buddy underwater
- How to operate buddy's releases
- How to operate buddy's BC
- Location of buddy's octopus
- How buddy maintains contact

5. Four actions to prepare for out-of-air situations:

- Agree on procedures
- Have back-up scuba equipment
- Agree on signals
- Practice procedures
- Agree to remain close

6. Four factors affecting who should be in charge of a dive:

- One with the most experience
- One with the most training
- One most familiar with the area
- One most familiar with the activity
- One with the required instruments
- One who led on the previous dive

The most qualified person should be in charge of the first dive in an area, but should not lead every dive. The less experienced buddy needs opportunities to learn to take charge. Leading a dive does not necessarily mean that one diver leads and the other follows. It means that the leader has the authority to make decisions which control a dive.

7. First step taken to help remain together: Planning the dive and agreeing on the plan is essential if the divers are to coordinate underwater. They must establish the objective of the dive, the general course or pattern to be followed; limits for time, depth and air; who will lead; etc. The better this is done, the easier it is to stay together underwater.

8. Primary factor determining separation distance: Several rules exist, such as remaining within touching distance or where you can see one another, but better criteria are for the distance between buddies to be no more than that which will allow a diver

to do the following after exhaling and before inhaling again: (1) Get to the buddy, (2) Get the buddy's attention, and (3) Get assistance from the buddy. This distance will vary slightly depending on various factors, but you can envision that it isn't very great. Try it before you need it.

9. Least desirable position of a buddy: The worst place for a buddy to be is above and behind the other member of the team. This is the most difficult place to be spotted. The best location is abreast of your buddy. It helps greatly if the divers maintain the same relative position to one another throughout a dive. This makes it much easier for the divers to keep track of one another.

10. Action to be taken as depth increases: The distance separating divers should decrease as the depth increases. Deeper than 60 feet, buddies should be able to reach out and touch one another at all times. The buddies should also monitor air supplies and depth readings more frequently as depth increases.

11. Maximum time to search for a missing buddy: If separation occurs, the divers should look for one another for no more than a minute. If a reunion does not result, both should surface so they can get back together. It may be more effective for one diver to remain stationary while the other searches, than for both to search simultaneously. This needs to be agreed upon before the dive.

12. Primary responsibility as a buddy: Many divers think their responsibility is to provide assistance if something goes wrong. This is secondary. Your main obligation is to prevent things from going wrong. Constantly checking a buddy's gear, air supply, depth, etc. is your main task. If you keep your buddy out of trouble, you are the best partner one could have underwater. Be that kind of buddy.

To obtain a score, give yourself two points for each listed answer you matched or paraphrased. You should have scored at least 36 points. If your score was less, you may not understand the value of the system or how to use it well. Regardless of your score, I hope the information in this quiz stimulates you to adhere more closely to the buddy system and helps make it easier to do so. Sharing experiences is much better than having them alone. It is also much safer to have a buddy diver around.

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Diver's Calendar

November 1 Stan Waterman film show at the John G. Shedd Aquarium in Chicago, IL. (Contact: (312) 939-2426 ex. 362)

November 3 Fourth Annual Great Lakes Film Festival, presented by the Buccaneer's Scuba Club at Thomas Moore High School, Milwaukee, WI. (Contact: Brian Black, 3901 S. Clover Dr., New Berlin, WI 53151; (414) 784-4174)

November 3 The Caltech scuba club, the Kelpers, presents Dr. Eugenie Clark and her films on sharks at Beckman Auditorium, South Michigan Ave., Pasadena, CA. (Contact: (818) 356-4652 for information)

November 4 Fourth Annual Underwater Festival to benefit DAN at the Sheraton Yankee Clipper Hotel pool in Ft. Lauderdale, Florida. Underwater Games. (Contact: Joe Smaringa, President, South Florida Divers, Inc. (305) 865-7339)

November 10 Dive New Jersey, the eighth annual symposium sponsored by the New Jersey Council of Dive Clubs at Lucy Stone Hall, Rutgers campus, Piscataway, NJ. (Contact: Dick Norton, 401 Merrywood Drive, Edison, NJ 08817)

November 17 Baltimore Underwater Film Festival '84 featuring Joe MacInnis, M.D. as master of ceremonies. (Contact: BUFF, c/o 442 Chalfonte Dr., Baltimore, MD 21228; (301) 747-3004)

U/W ARCHAEOLOGY CONFERENCE

The annual Conference on Underwater Archaeology, sponsored by the Advisory Council on Underwater Archaeology, will be held January 9-13 at the Boston Park Plaza Hotel in Boston, MA. This 25th anniversary meeting of the advisory council will feature films, workshops, visits to maritime sites and museums, symposiums and individual papers by scholars from all over the world, presenting the latest results in the field.

Members of the public are encouraged to attend and may register at the conference. For further information, contact Dr. Paul Johnston, 1985 CUA Program Chairman, Peabody Museum, East India Square, Salem, MA 01970.



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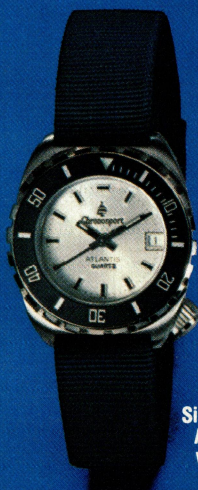
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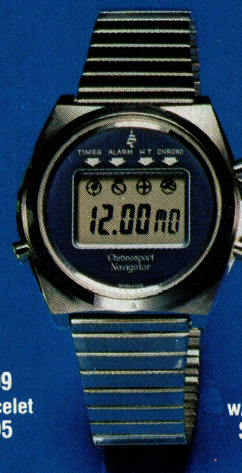
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photo/Thane Milhoan

THE NEW PADI INTERNATIONAL COLLEGE

BY DAN WALSH

How many times have you wondered how you could combine work with play and get paid for it? Scuba divers have tried a variety of ways to make their diving experience financially profitable, as well as fun and by far the most popular method to do this is to enter the world of scuba diving instruction. Instructors can be found all around the world—in landlocked areas as well as in some of the most visited dive resort areas. As scuba diving increases in popularity in the future, there will be many more opportunities worldwide for instructors to work in already established stores and resort facilities or to start their own operation. If this sounds like the ticket for you, PADI has just the place and program for you to get started—PADI International College.

Students come from around the world to attend courses at the college, which is in Santa Ana, California, the hub of the scuba diving industry in Southern Califor-

nia. The PADI organization bought the college from previous owners and moved the operation north from San Diego in early 1984. The 6,000 square foot facility was customized for the college, giving students the opportunity to learn in an ultra-modern atmosphere with true comfort during the eight week duration of the Gold Instructor curriculum.

Upon entering the college building, you'll find a large lobby and reception area which leads to the other parts of the college: five air-conditioned classrooms; staff offices; a very comfortable student lounge with its own kitchen facilities and unusual atrium; a fully stocked equipment repair facility and air station; and a training area called the Model Dive Store. This latter is set up by each college group during the retail dive store operations/merchandising and salesmanship portion of the course. Students choose from many display units, store fixtures and

types of diving equipment donated by many equipment manufacturers and then set up the store in a way they feel is most attractive and functional. (The students even produce a newsletter for "customers" of the store. It was well done and I enjoyed reading it!) Critiques of the store are provided by other students as well as by the college staff.

Living facilities for the students are close to campus and the college provides transportation to and from the campus and other sites for students. Although they aren't required to live in college housing during the course, most have discovered it is not only quite economical, but also helps them make lasting relationships with fellow class members.

Even the most modern facilities would be worthless without a knowledgeable,



photo/Dan Walsh

professional staff and comprehensive curriculum to support them and the PADI International College is well covered in both these areas. Jim Williams is the college dean, responsible for student recruitment and job placement following successful completion of the course. He's the original founder of the college, which has been in operation for over seven years.

Overall responsibility for the college to PADI Headquarters is the position held by operations manager Gloria Stewart. A long time employee, Gloria is a master instructor and course director and was a retail dive store owner prior to joining the PADI staff.

Maintaining the complex instructional schedule at the college is Dana Stewart (no relation to Gloria). Dana's been with the college since its beginnings in San Diego. He coordinates a staff of five highly qualified instructors who teach the various phases of the program.

Because each college session averages about 25 students, smaller study groups are formed to allow for more personalized attention and instruction. These are assigned individual counselors from PADI staff course directors John Kinsella, Bill McDonald, Brian Merritt, Thane Milhoan or Raymond Wampler. Lori Enright rounds out the staff, handling many of the administrative duties at the college. The staff members are some of the most courteous, helpful, understanding and patient people I've met in the dive industry. They make the students feel welcome at the college, which is one of the reasons why the college has such a good reputation and is so successful.

The meat of the college is the curriculum. Spread out over a very intensive eight week program, it has been upgraded and restructured following the college's move to Santa Ana. The course involves many hours of lectures, testing and practice teaching, field trips—many to various scuba equipment manufacturers or related industry businesses located throughout Southern California—and, of course, waterwork in the pool and ocean. A student who wants to experience at least ten open water dives in the area prior to the start of the eight week program can enroll in a one week Gold Preparatory Course. This gives students who have never dived in California a chance to see what it's like and orient themselves to it under supervision of college staff members.

Participants spend the first week of the course in registration/orientation, skills and knowledge evaluation and introduction to the PADI educational system. The next several weeks are spent in an in-depth study of teaching procedures for open water and advanced open water courses, retail dive store operations, merchandising and salesmanship. During this phase, students participate in an in-

ternship program at a PADI training facility in the area, gaining valuable retail training in the field under actual supervised working conditions, which allow for immediate review and analysis of the students' overall techniques and performance. Equipment maintenance and repair procedures are then taught, followed by rescue diver and divemaster course topics. Throughout the entire duration of the course students spend a great deal of time in the ocean and pool, learning and perfecting skills they'll need to know as diving instructors.

All of these studies lead up to week eight, the last week of training, during which several days are spent at Santa Catalina Island. In addition to resort operations training and deep/wreck diving orientations, the students also make open water teaching presentations of the actual PADI in-water class procedures they'll use in their own scuba instructional programs. Because the demand for graduates is so great, the college maintains a strong working relationship with stores and resorts around the world and assists the graduating candidates in setting up personal interviews with these prospective employers during this last week. An optional ninth week of instruction is of-

photo/Thane Milhoan



PADI College poolwork

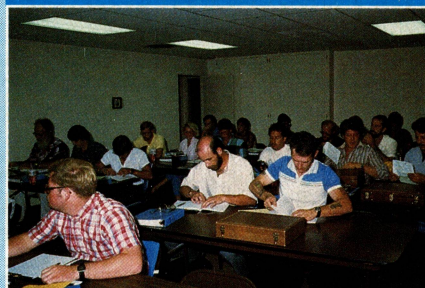
ferred, which covers all aspects of underwater photography. Although not required for graduation from the college, this specialty program is quite popular with the students. It is taught by Thane Milhoan in classroom, pool and open water settings.

A great sense of pride and accomplishment is felt by graduates of the PADI College and they deserve it. They've worked hard and devoted long hours of their time in the classroom and water and are now well prepared to enter the exciting world of scuba diving as a retail trained, certified scuba instructor!

If you're wondering how soon you can get started toward a professional career in the sport diving industry, call or write PADI International College. They'll be happy to discuss your enrollment or any other further questions you may have about the facility. You can contact them at 1243 E. Warner Ave., Santa Ana, California 92705; call toll free (800) 235-3434; in California (800) 223-8697.



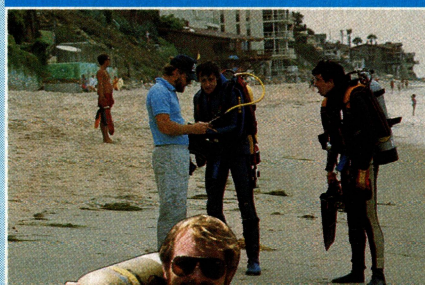
Entrance to PADI College



Classroom lecture



Unloading for a beach dive



Checking exit procedures



photos/Dan Walsh

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Film Festivals 'n Symposiums

CMAS DATES CHANGED

The dates for the CMAS World Congress and General Assembly, to be held next spring in Miami, Florida, have been changed. The new dates are April 22-28, three weeks later than was announced before. The World Congress will celebrate the Silver Anniversary of the founding of CMAS and the Underwater Society of America, one of its original members.

Headquarters for the World Congress will be the Hyatt-Regency Hotel in Miami. The meetings will be held there and at the Convention Center of the University of Miami. The week of working meetings will conclude with attendance at Oceanfest, the major ocean festival in Miami.

More information may be obtained from John Fine, 150 Puritan Drive, Scarsdale, New York 10583.

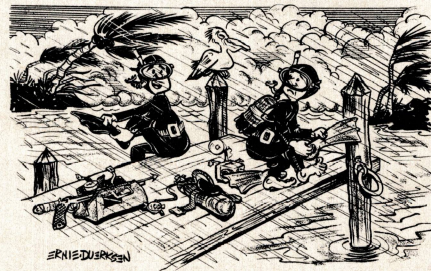
GREAT LAKES FILM FESTIVAL

The Fourth Annual Great Lakes Film Festival will be presented by the Bucca-ner's Scuba Club at Thomas Moore High School in Milwaukee, Wisconsin on November 3. Featured guests include David Trotter (Lake Huron) and Captain Ken Hafner (Isle Royale). For further information contact Brian Black, 3901 S. Clover Dr., New Berlin, WI 53151; (414) 784-4174.

DIVER OF THE YEAR

The Northeast Region of the Underwater Society of America recently presented three men with its Diver of the Year awards at the annual Beneath the Sea underwater exposition. The winners, by category, were: Dr. Roy A.M. Myers—Science, Richard Zielinski—Distinguished Service, and Albert L. Pierce—Education/Sports.

Beneath the Sea 1985 will be held March 15-18 at the Marriott Hotel in Tarrytown, New York. For more information contact: Beneath the Sea, P.O. Box 644, Rye, NY 10580.



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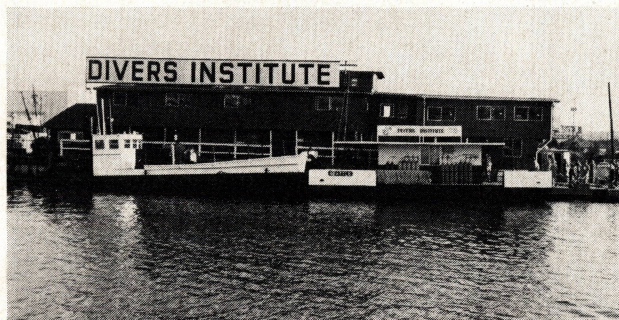
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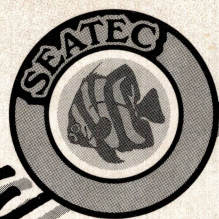
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NUMA To The Rescue

BY STEVE NAGIEWICZ

National Underwater Marine Agency: NUMA. If the name sounds familiar to you, you may be one of the 20 million people who marveled at this agency's accomplishments in *Raise the Titanic* or at its efforts in retrieving secret documents from the wreck of the *Empress of Ireland* in *Night Probe*!

It wasn't until just recently that I learned this fictional agency was in fact a very real marine research agency created by famous author, Clive Cussler. NUMA was created in 1978 as a non-profit foundation for the location, identification and possible salvage of shipwrecks of national historical significance.

This agency gets its name from the same government organization that Cussler employs in his many novels. Here all similarities end. The real National Underwater Marine Agency is funded almost entirely by royalties from Cussler's books. The philosophy that NUMA works under is to preserve our nation's maritime heritage by discovering shipwrecks of national importance before they are lost forever.

The list of finds of this agency is impressive. NUMA has found the USS *Cumberland*, which has the distinction of being the first warship in history to be sunk by an armored vessel. She was rammed by the Confederate ironclad *Merrimack* in 1862. NUMA also has located the remains of the *Merrimack* herself, off Craney Island, Norfolk, Virginia. Unlike its famous foe, the *Monitor*, the *Merrimack* was totally destroyed—the result of wire drags and dredging over the years, because no one knew it was there.

NUMA is fairly well-known among the trade of wreck researchers and salvagers. The agency itself is made up of respected marine archaeologists. These experts include Peter Throckmorton, famous for his discoveries of ancient shipwrecks in the Mediterranean Sea. Former state marine archaeologists helped to survey and salvage artifacts from the *Cumberland* and the Confederate sea raider CSS *Florida*.

Most recently, Cussler and NUMA are undertaking a salvage project off the North Shore of Long Island to recover artifacts from the wreck of the *Lexington*, a fast sidepaddle packet built in 1835 by Cornelius Vanderbilt. It is considered a valuable source of pre-Civil War relics and is itself one of the most unique and valuable ships built. NUMA is working with Zeff Loria to dive this wreck using a *Pisces* three-man submersible.

Artifacts that are found will be donated to the Vanderbilt Museum in Centerport,

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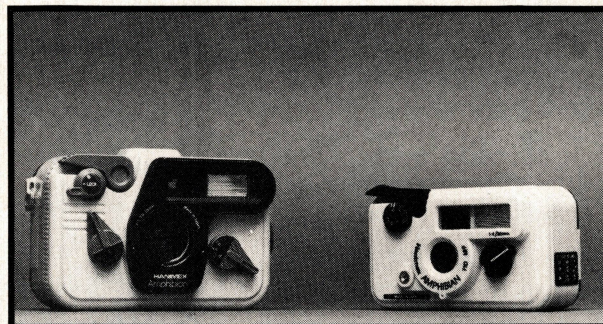


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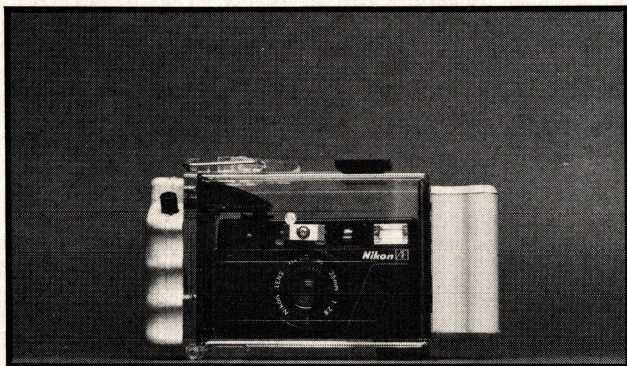
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NUMA


Long Island. Divers are recruited from area dive shops and clubs to assist in the salvage operation.

Though NUMA's primary focus is finding shipwrecks, it has been working for divers in Washington battling the recent legislation on shipwrecks. Says Cussler, "This type of legislation can't be administered, there is just no way. To them (proponents of the bill) it's black and white. Very little gray. On the one hand there are divers who drag and destroy the wrecks

and on the other are the marine archaeologists who treat each wreck as personal property. Trying to ram a law down our throats, saying that every ship over 50 years old is historically important, is a bit much"

The success of NUMA continues to grow. It has identified over 35 historic shipwrecks: USS *Housatonic*, a sloop that was the first warship ever sunk by a submarine; the USS *Carondelet*, still listed by the Navy as taking part in more battles during the Civil War than any other warship; and the *Gluckauf*, the first prototype of the modern oil tanker. This latter was the first ship to use hull bulkheads to store oil and to place engines in the stern. She sank off Fire Island, NY in 1893.

The next project for NUMA is in the North Sea, site of the Battle of Jutland, where Cussler and associates are hoping to locate the German *U-20*, which sank the *Lusitania* and the wreckage of the British cruiser *Pathfinder*, the first ship ever sunk by a U-boat.

Considering the successes of past expeditions, I'm sure we can look forward to reading about these historic wrecks in the very near future, just as I'm sure we can look forward to the continuing adventures of the fictional hero, Dirk Pitt and the now not-so-fictitious NUMA. Divers interested in finding out more about NUMA can write to the National Underwater Marine Agency, Inc. P.O. Box 42016, Washington D.C. 20015. 

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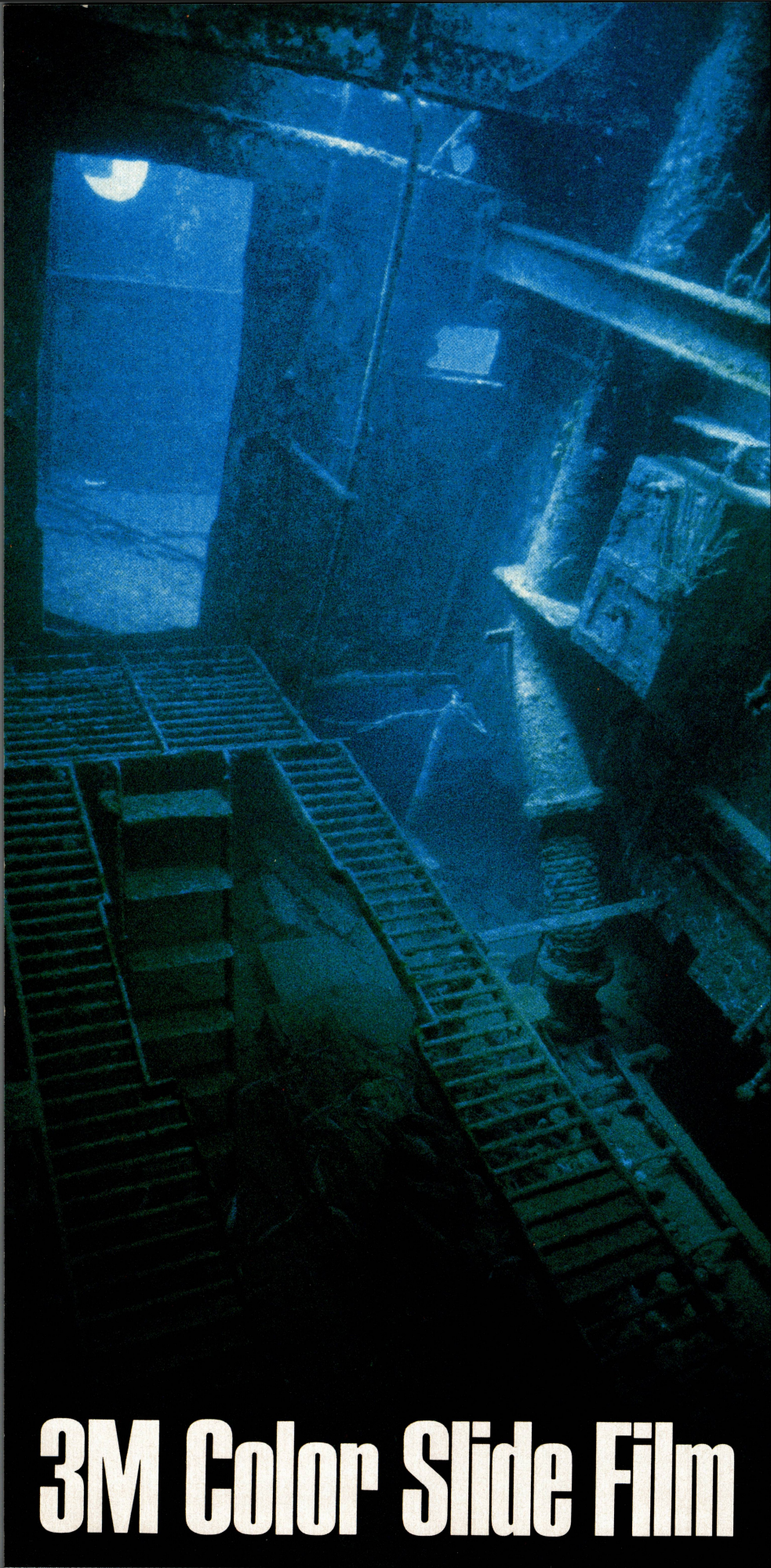
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While you have probably standardized with a slower speed film for most of your U/W photography, there are times when 3M's Color Slide 1000 can help you overcome three common U/W photographic problems: dark conditions, inadequate depth of field and inability to stop fast action.

DARK CONDITIONS

First, Color Slide 1000 requires significantly less light for an exposure. For example, because ISO 1000 requires about four and one-third f stops less exposure than ISO 50 film, you can take pictures in dim light where it would be too dark to use slower speed films. (Note: Each time the ISO film speed is doubled, the film requires one less f stop of exposure.)

You often face dark conditions when photographing the companionways and compartments of wrecks and generally, the only way you can show both near and far subject areas is to use a sunlight exposure. If you use a slow film and use a strobe as the primary light source, near subjects will be brightly illuminated and far subjects will be lost in the darkness.

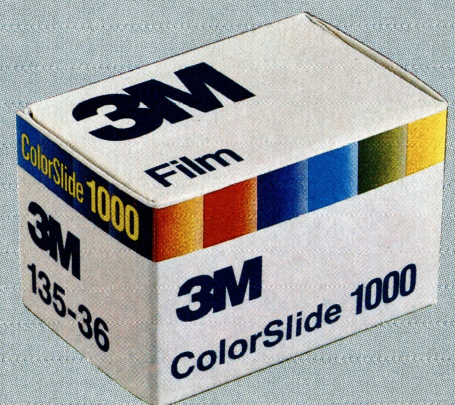
DEPTH OF FIELD

Increased depth of field—the range of distance in front of the camera that will be photographed with acceptable sharpness—is another important advantage 3M Color Slide 1000 offers. While slower films may require wide-open apertures that severely limit depth of field, the higher numbered (smaller) apertures required for ISO 1000 increase depth of field. Each time you can close the aperture by one stop, depth of field increases by about 50 percent. Thus, 3M Color Slide 1000 can help you keep both near and far subject areas sharply focused, even in dim light.

STOPPING FAST ACTION

You need fast shutter speeds to stop fast action. If, for example, you wish to freeze the action of the surf swirling overhead, you can set your camera for 1/1000 and fire away. You will still have an

3M Color Slide Film



aperture that provides acceptable depth of field. With shutter speeds faster than those that synchronize with your strobe, however, you must use sunlight exposures or flashbulbs.

TESTING 3M

We tested 3M Color Slide 1000 at two locations: the wreck of the *Rhone* in the BVI and the wreck of the *Cartanser Sr.* in the USVI. Both of these have dim interiors and we could compare our results with slides taken previously with other films.

It was high noon and the sun was partially obscured by light overcast on the *Rhone*. To obtain dark conditions, Jim took 36 wide angle exposures inside the bow. He alternated between sunlight exposures controlled by the built-in automatic exposure control of his Nikonos V and sunlight exposures with strobe fill. To prevent overexposure, he set his Nikon SB-102 strobe for 1/16th power, placed a layer of white cloth over the reflector port and a wide angle diffuser over the cloth and port. (Note: A normal flash would have overexposed this fast film at the apertures required in the dim light.)

While photographer Kathie Mullins concentrated on the *Rhone's* exterior, Cathy posed inside the hull, between the deck beams. Jim silhouetted her against a midwater background while still photographing details within the dark interior. Apertures with ISO 1000 varied from f8 to f11. Moving deeper inside the hull, Jim photographed Cathy silhouetted against the large opening where the bow section

3M COLOR SLIDE 1000 SPECIFICATIONS

Format: 35 mm, 20 and 36 exposure cassettes
Retail price: \$8.15 and \$11.12, respectively
Rated speed: ISO 1000
Pull/push range: ISO 500 to 4000
Processing: Standard E-6
Resolving power:
Test-object contrast: 1,000:1
Lines per millimeter: 67
Contrast: Average of 1.7
Color balance: Daylight, 5500K
Optimum storage: 50°F with humidity less than 50 percent

broke off from the stern. We finished our dive on the midsection in 60 feet where Jim shot another 36 exposures in open water with his second camera. In these brighter conditions, he used apertures of f16 and f22!

On the next dive, we moved to the stern of the *Rhone*. Jim took another 36 shots with a Nikonos V, 15 mm lens and SB-102. Beginning at the massive propeller and overhang of the stern section, he photographed Cathy with several different camera angles, alternating with sunlight only and sunlight with strobe fill. Then Cathy shot a roll of sunlight exposures with a 28 mm lens with and without a Nikon Close-up Kit attachment. She concentrated on the fish living around the wreck. On several occasions, she was able to lure red squirrelfish to pose within

the close-up kit framer. While Cathy worked the fish, Jim tried some 28 mm sunlight exposures with and without a UR-PRO filter. (Note: The filter cost one f stop of exposure, reducing the effective ISO speed from 1000 to 500.)

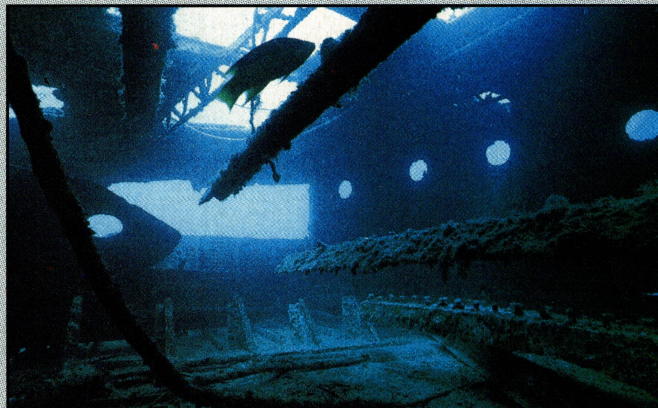
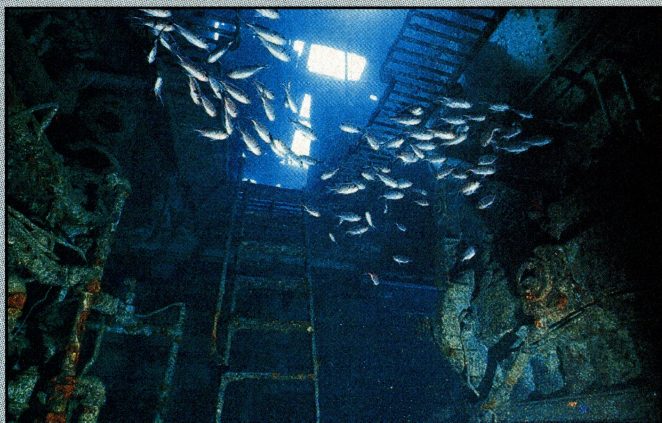
Armed with two Nikonos V cameras with 15 mm lenses and a Subsea Mark 100 strobe, Jim headed for the engine room of the *Cartanser Sr.* the following day. The late afternoon sun, penetrating open hatchways and portholes, illuminated the gratings, ladder and silent engines. Even with 3M Color Slide 1000, apertures ranging from wide open to f4 were required for available light exposures. Jim also used strobe fill exposures with the Mark 100 set for 50 and 100 watt-seconds. He finished with some natural light exposures inside the forward compartments and through the broken planking of the bow.

PROCESSING

Kathie Mullins processed our seven test rolls taken by three photographers with five different cameras and three different strobes in fresh Kodak E-6 chemicals. As a control to monitor the processing, several other rolls of Ektachrome 64, 100 and 200 and some Fujichrome 100, were included in the same processing run in our 30 roll capacity system. Thus, if the color balance or exposures were not what we expected, we could examine the other rolls of film to determine if there had been a processing error. All of the film turned out well, so we assumed that

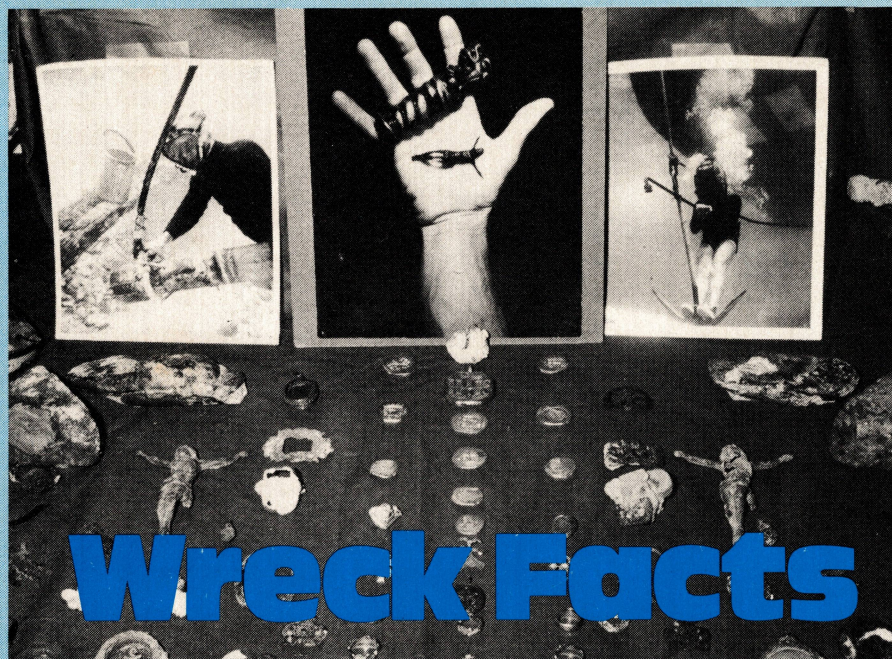
(Continued on Page 30)

Color Slide 1000 film from 3M enables the photographer to shoot in very dim light or to stop fast action while retaining good depth of field. Opposite page: The dark engine room of the *Cartanser Sr.*, photographed with available light. Below: An upward camera angle in the same engine room with strobe fill. Right: Another available light shot inside the *Cartanser*. Below right: Cathy Church in the wreck of the *Rhone*, photographed with strobe fill.



Ideal For Deep Walls, Caves, and Shipwrecks

TEXT AND PHOTOGRAPHY BY JIM AND CATHY CHURCH



BY ELLSWORTH BOYD

More gold than Ft. Knox and more fireworks than the Fourth of July best describes the Greater Ft. Lauderdale Shipwreck Symposium hosted by the Marine Archaeological Advisory Council, Broward County, Florida. Golden doubloons and chains adorned the necks of treasure salvors Mel Fisher, Bert Kilbride and Kevin McKee, while verbal fireworks exploded from speakers and the audience of over 300 sport divers, salvors and marine archaeologists.

Anne Giesecke, representing the government's interest in the controversial H.R. 3194—a bill that most divers feel will end wreck diving in America—was booed when she advocated federal and state controls over shipwrecks. Later, Peter Throckmorton compared the audience to Nazis and the Ku Klux Klan for booing Ms. Giesecke. Throckmorton was promptly booed for his remarks. Ms. Giesecke playfully wore a bag over her head when she appeared a second time on a panel that discussed: Who Should Own The Wrecks? Finders Keepers Versus Historic Preservation. On this panel Mel Fisher, whom divers call "the dean of treasure salvors," said: "Admiralty Law has been handed down to us from our forefathers. There have been cargoes, titles—everything having to do with wrecks—handled successfully through Admiralty Law with no problems involved. A treaty the United States signed in Geneva says that states don't own the wrecks. The owners, whoever finds the wrecks and insurance companies own them. The state of Florida cooperates with me now and I don't want to change that. We donate artifacts and historical data to their museums. We have five marine archaeologists working for us. We exhibit artifacts all over the United States,

Canada, England, Australia, New Zealand and other countries. This new law, H.R. 3194, will give title for the wrecks to the federal government and the states. But we don't need it because divers can live together and work things out well within their states."

J. Barto Arnold of the Texas Antiquities Committee and the Advisory Council on Underwater Archaeology, said: "Admiralty Law is okay for contemporary wrecks. Archaeological techniques are improving and sport divers should be involved in them. But archaeological sites should not be targeted for commercial exploitation."

Alan Albright, South Carolina Institute of Archaeology and Anthropology, said: "Treasure hunters are looters benefiting themselves and they will be put out of business by this new bill. Sport divers are separate from treasure hunters. Admiralty Law deals with current disasters, not with old wrecks."

Peter Throckmorton, marine archaeologist, huffed: "You Nazis, Ku Klux Klan and hardheads can't be convinced. Every country protects wrecks. Mel Fisher doesn't have archaeologists—you have to write in journals to be archaeologists. You have to be selective with shipwrecks because only one in 20 is worth excavating. We are promoting historic preservation amid a gangster element here."

Bob Marx, author and marine archaeologist, said: "First we have to determine which wrecks are important. When I was in Israel I found an old wreck I thought was important but the people said, 'It's not 2,000 years old—it's only 1,000 years old and that's not old enough to fool with!' I say wrecks should be placed in categories. A Christopher Columbus wreck would be untouchable, but that comprises only two percent of wrecks.

About five percent of them you leave alone, perhaps retaining them for archaeologists. Many other wrecks would be designated for sport divers and the rest for anybody who wants them."

Bert Kilbride, salvor and shipwreck expert from the British Virgin Islands, said: "I've mapped 138 wrecks in the British Virgin Islands, most of which are under 5 to 15 feet of sand. They are unidentified and we have to get them out of the sand first to see how historic or non-historic they are. We work with officials of the British Virgin Islands who receive a responsible share of what we find. We have established a museum to display some of the more interesting artifacts retrieved."

The symposium audience was enthralled by David Horan, world renowned Admiralty attorney who won the Cob Coin Salvors case in the Supreme Court. Horan revealed the true story behind the push for passage of H.R. 3194 and S. 1504. He said: "It all came from Fred Wendorf, head of the Texas Antiquities Committee who got in touch with Jim Wright, one of the most powerful politicians in this nation and the man Ms. Giesecke works for. He's so powerful he got this bill in and then turned to Tower and Bentsen, Texas senators and said, 'You're part of our legislative delegation so you put it in the Senate.' They didn't know what they were filing but they did it because Jim Wright is the man who can stop any of their bills in the House. Jim Wright then called Walter Jones who is head of the Oceanography Committee we had the first hearings in front of and told him that he was going to put this through. Wright told Jones to push it as far as he could. Then Wright said, 'I am going to make sure that it's referred to committees we can get it through.'

"Admiralty Law goes back to 1842 and has served us well governing maritime salvage. It continues to serve us well, therefore there is no need for any new legislation. They are trying to wipe out a law—Admiralty Law—that our Federal District Court has exclusive jurisdiction over. It's called Admiralty and Maritime Claims under our Constitution. It's amazing that a bill that would wipe out Admiralty jurisdiction of the Federal District Courts, granted under our Constitution, was never referred to the Judiciary Committee. Isn't that amazing? That shows the power of Jim Wright, a power divers must continue to fight."

Paul Tzimoulis, Vice-President, Group Publications, Petersen Publishing Company, said: "Wreck divers are incurable romantics. They love the sea and are not robbers and looters. They spend a lot of money on diving and equipment, thus their motivation is different—certainly not in the realm of looters. One million active divers, who love their freedom, read SKIN DIVER Magazine and are opposed to legislation.

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WRECK FACTS

ing legislation because first, it is unnecessary. Second, it can be turned against us and third, it can create public backlash. True historical wrecks can be protected. There are wrecks that are important archaeologically; but Congress is being awesome and asinine about them. You don't burn down a building just to kill the cockroaches in it.

"Legislators will make these laws and other people will enforce them. It will be convenient for the enforcers, thousands of them, interpreting the legislation as they see fit. What we'll have is a case of 11 ships, one of which will be of historical value. But the interpreters of the law will make all 11 off limits to divers.

"What we'll have is public backlash where legislation will destroy what archaeologists and divers have been trying to preserve. Divers will become outraged and civil disobedience will emerge. For instance, the state of Florida fenced off freshwater sinkholes and banned cave diving. But divers climbed the fences at 2:00 am and dove the caves anyway. Florida couldn't enforce the ban because no agency has 24 hour surveillance of

sinkholes. States won't have it on the coastlines either. In the past, archaeologists have had support from sport divers. This too will disappear; legislation will ruin it."

There were many other speakers and panelists at the symposium, all prominent in their fields: Dimitri Rebikoff, Harold Edgerton, Gordon Watts, Gary Kozak, Marv




Left to right: Mel Fisher, Bert Kilbride and Marv Jones examine some of the treasure recovered from ancient Spanish galleons.

Jones, Chuck Mitchell, R.F. McAllister, Dick Swete, Bob French, Jim Miller, Herb Bump, Richard Anuskiewicz, Kevin and Karen McKee. The latter displayed treas-

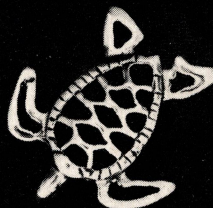
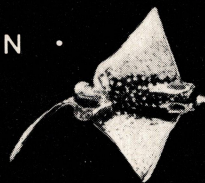
ure discovered by their father, the late Art McKee, who pioneered treasure salvage in the late 40s and early 50s. This cache from the 1733 Spanish Plate Fleet is one of the finest treasure collections in the world. Sport divers gazed in awe, like children in a toy factory, at the collection of gold and silver coins, silver ingots, jewels, rings, earrings, buttons, buckles, cannons, muskets, cutlasses, pewter cups, plates and platters.

The symposium provided diving too. Many brave souls endured rough seas to become certified as wreck and archaeological divers. The Bahia Mar Hotel served as host to divers from all over the United States and Canada. California wreck divers were well represented, while one diver came all the way from Australia and another from Lima, Peru. Everybody enjoyed the lobster luau, held on the beach the last evening of the five day affair.

Chairman Bill Raymond accomplished his objectives: to assemble sport divers, salvors and marine archaeologists for films, lectures, dives and discussions that will foster understanding and appreciation for all shipwrecks. Cinematographer Marv Jones, Lakeland, Florida, summed it up best when he said: "It was educational, enlightening and entertaining. I'm already looking forward to coming back again next summer." 

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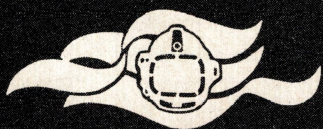
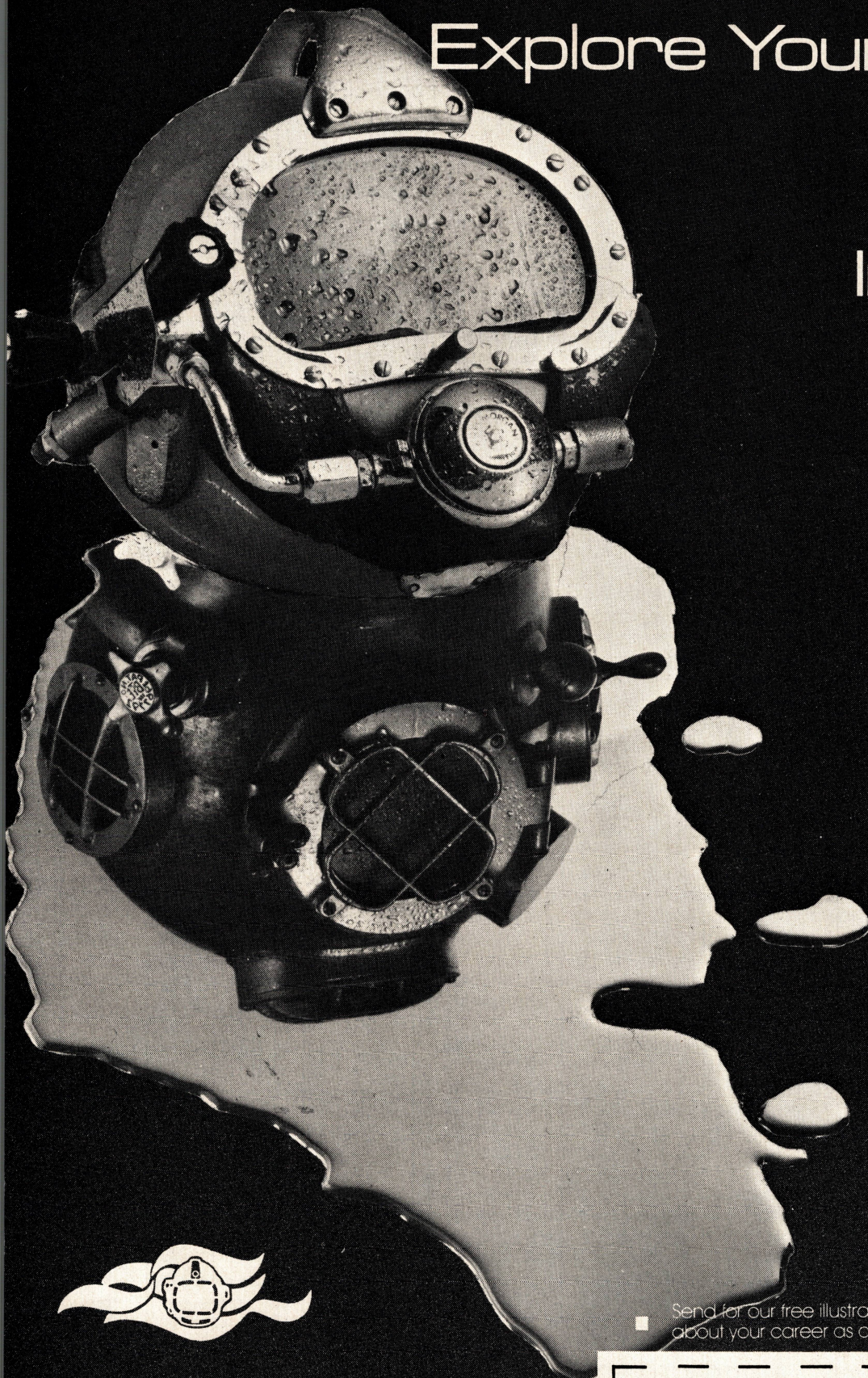
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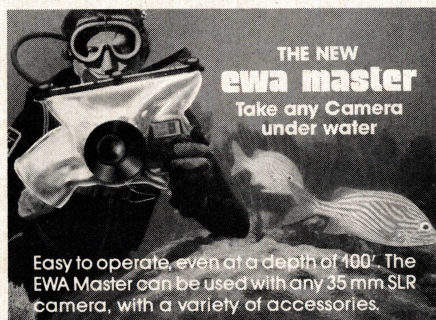


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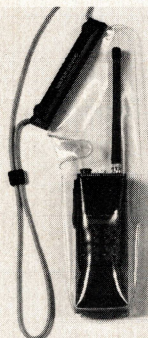


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3M 1000

(Continued from Page 25)

our processing was acceptable.

You can rate and push process 3M Color Slide 1000 to ISO 2000 by multiplying the first developer time by 1.5 or to ISO 4000 by multiplying by 2.2. However, as indicated on the data sheet packaged with the film, exposing and processing for a higher (or lower) film speed may result in a compromise of image quality.

THE RESULTS

The exterior shots at the *Rhone* had incredible depth of field because most exposures were made at f16 or f22. The interior shots, especially those taken with natural light, showed more detail than we could have recorded with a slower film. The natural light fish close-up shots had proper exposure, but, of course, lacked the color we would have achieved with strobe lighting. The 28 mm lens shots with the UR-PRO filter were significantly warmer and brighter than those taken without the filter.

The natural light shots taken in the dark engine room and other compartments of the *Cartanser* showed good detail. However, while many of the strobe fill shots at 50 watt-seconds turned out well, the 100 ws flashes overexposed all near subject areas. The lesson: Use as little strobe light as possible when taking sunlight exposures in such dim light with fast films!

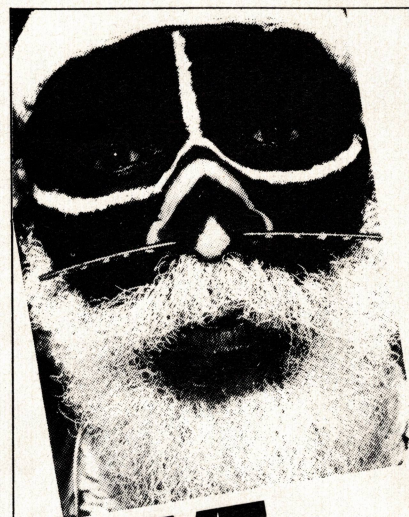
While 3M Color Slide 1000 does give you the ability to take U/W photographs in dim conditions, increases your depth of field and can be used to stop fast action, there is a price. And, that price is grain, loss of color saturation and the loss of sharpness (which we believe) is caused by the coarse grain structure. Grain isn't always bad; in a previous film comparison test inside a sunken wreck, viewers actually preferred the grainier prints. The excessive grain accentuated the feeling of antiquity of the wreck. Regarding loss of color, when you are taking natural light pictures in dim light, you won't get snappy color with any film.

For more information, write to: 3M Photo Color Systems Division, Bldg. 223-2 SE/3M Center, St. Paul, MN 55144. ✉

AMIDON TO SCUBAPRO

Walt Amidon has been appointed manager of special projects at Scubapro. Most recently, he was director of industry relations for NAUI. In addition to his instructional background, Amidon has owned and managed dive stores.

At Scubapro, Amidon's responsibilities will include the instructors' program, Diving & Snorkeling magazine and other special projects. ✉



DIVE Papua New Guinea

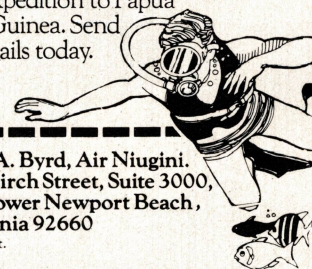
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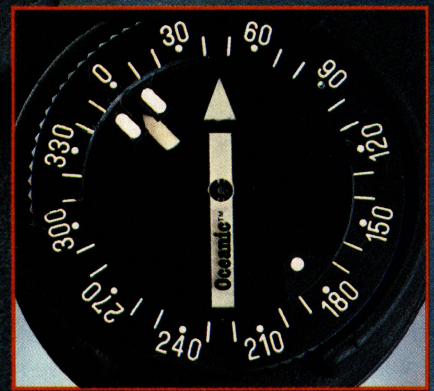
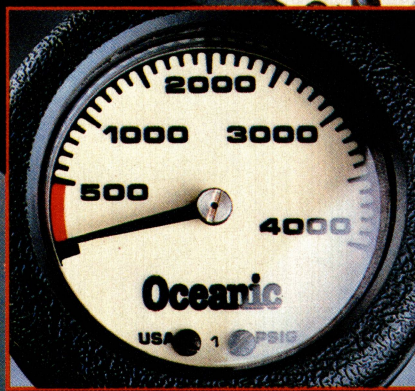
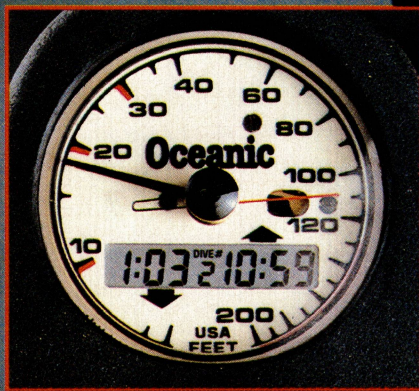
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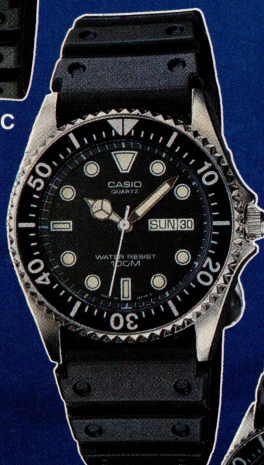
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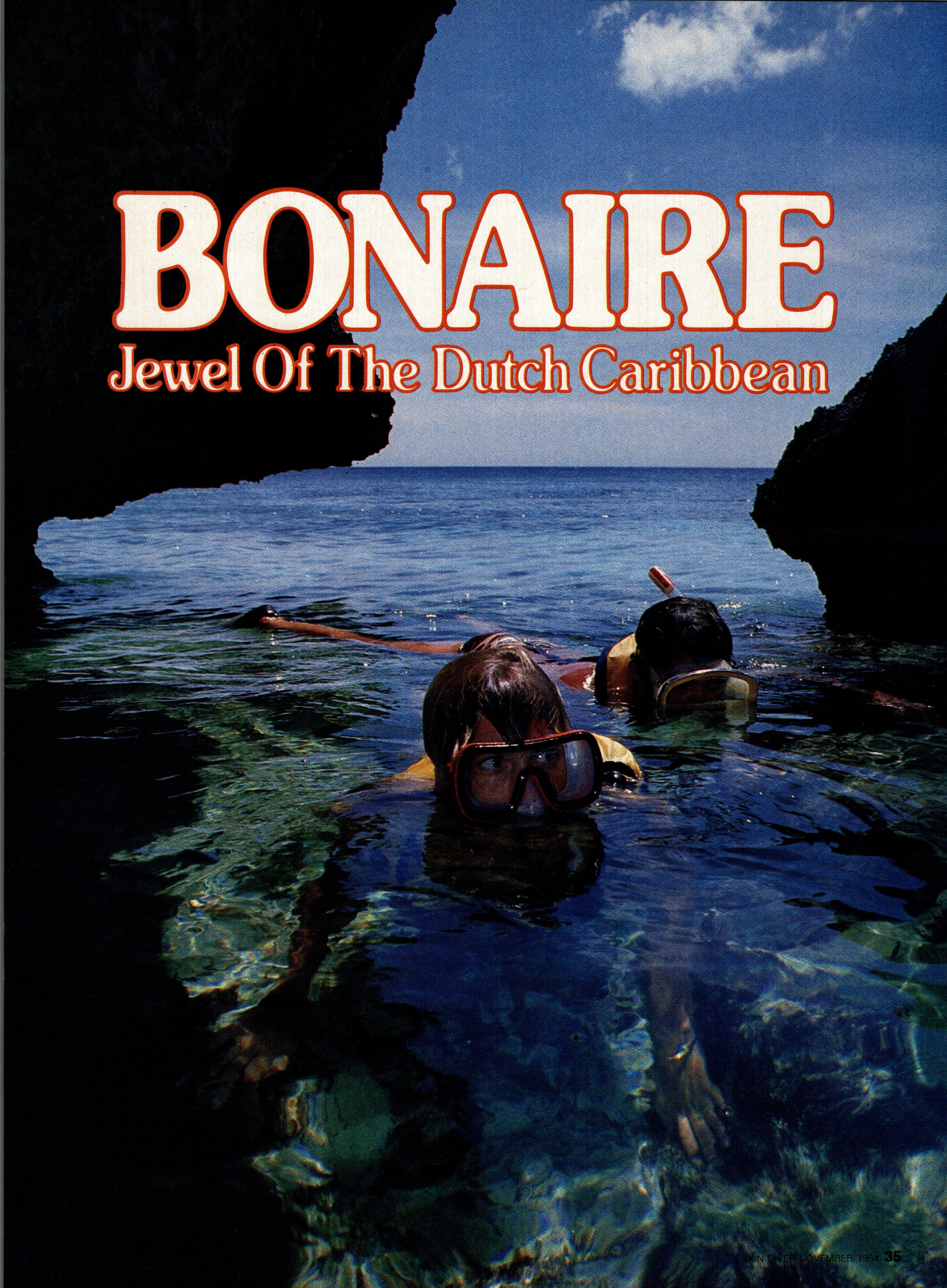
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BONAIRE

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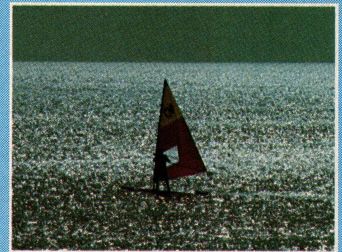
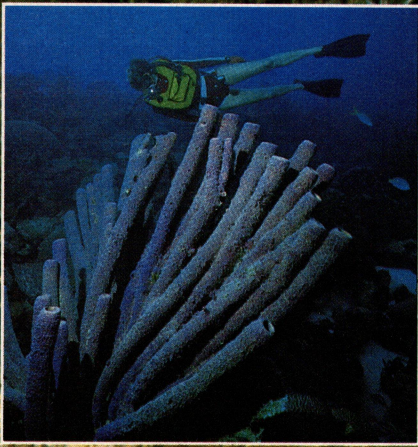
TEXT AND PHOTOGRAPHY BY GERI MURPHY

Bonaire is perhaps one of the most fascinating and best preserved wilderness areas accessible to divers of all the islands in the Caribbean. It is the Yellowstone Park of the area: complete with herds of wild animals and flocks of rare birds. It is an island obsessed with parks, both above and underwater. For the diver, Bonaire is a paradise preserved and protected for eternity—a wonderland

where all creatures are permitted to roam freely without fear.

Bonaire is a large island with a small population. The residents occupy less than five percent of the land and most live around the major city of Kralendijk. The rest of the land remains untouched. There are miles and miles of highway that twist and wind along the undeveloped shoreline, affording a scenic tour of Bonaire's rugged coast. Visitors in rent-

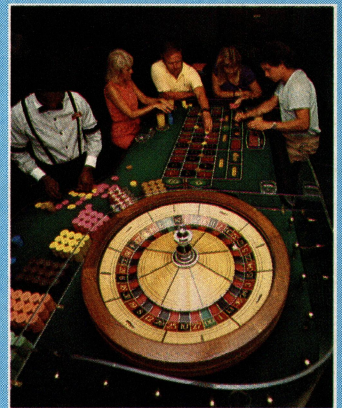
Opposite page: The fabulous fringing reefs of Bonaire provide a natural beauty seldom seen in shore diving. Left: The giant purple tube sponges of Klein Bonaire are one of the island's underwater hallmarks.



Above: Bonaire's sparkling seas are an ideal environment for sailing adventures. Left: Mountains of salt crystals are evidence of Bonaire's chief export product.

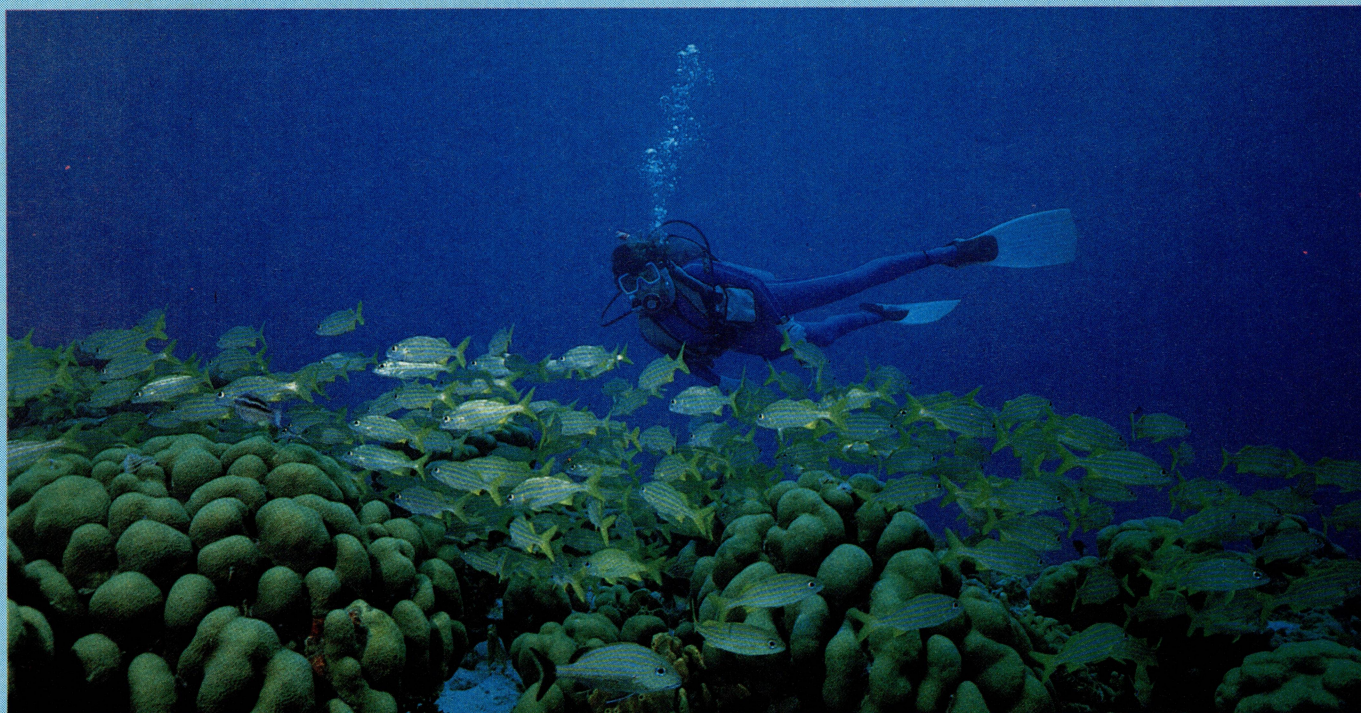
ed cars frequently make shore dives at a dozen or more spectacular sites.

The year-round temperature on Bonaire runs between 80 and 82°F and the island has an average rainfall of only 22 inches per year. This dry, arid temperature provides an al-



Bonaire's evening excitement includes gambling casinos such as the new one at the Flamingo Beach Hotel—the only casino that allows barefoot gambling.

most desert-like climate that is made quite comfortable by the prevailing tradewind that blows at a steady 16 mph. There is little need to worry about storms as Bonaire is far below the hurricane belt.



Above: Divemaster Dee Scarr leads her guests on a Touch-the-Sea tour of Bonaire's finny inhabitants. **Left:** Stalactites in underground caverns and subterranean lakes offer an offbeat adventure and beauty seldom seen by most tourists. **Below left:** Habitat is a hotel built partially on the sea with ocean access available to divers around the clock. Habitat's flattop fleet offers comfort, convenience and stability.

BONAIRE

The island geography is unusual, varied and often picturesque. The south end of Bonaire is totally flat and covered with great salt pans. Cultivated and harvested by the Antilles International Salt Company, this vast stretch of sea level real estate is where seawater is converted into great mountains of salt crystals. The salt pans are also the natural nesting grounds for one of the largest flocks of pink flamingos in the southern Caribbean. Over 10,000 birds come here to mate, nest and hatch their eggs. Approximately 135 acres of the salt pans have been designated as a sanctuary for the birds.

The northern end of Bonaire consists of rugged mountain terrain with dense bush and cactus. Bonaire is one of the few places in the Caribbean where cactus trees can be found growing close to the edge of the sea. The deep interior bush is occupied by a variety of unique wildlife, including parakeets, iguanas, wild goats and donkeys. Among the hills and mountains there are a number of underground caves, caverns and tunnels where visitors can view an impressive array of sta-



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BONAIRE

lactites, flow stones and stalagmites. Over 40 different caves have been discovered and charted so far, some are dry and some are explored with scuba.

In order to preserve and protect this fabulous natural wonder, the government of the Netherlands Antilles purchased a large chunk of the northern end of Bonaire and created a 13,500 acre wildlife preserve known as Washington/Slagbaai National Park. Its hilly terrain is crisscrossed by dirt roads and trails suitable for travel by Jeep. Park officials have mapped out two separate scenic routes through the park—the short 15 mile trail marked by yellow arrows and a long 22 mile trail marked by green arrows. The park is a bird watcher's bonanza as it is inhabited by several dozen species of birds, plus a large flamingo sanctuary known as Goto Meer.

The rugged splendor of Washington/Slagbaai Park is only surpassed by its underwater counterpart, the Bonaire Marine Park. Created with the assistance of the World Wildlife Fund this fabulous underwater park was established in 1979 and is administered by the Netherlands Antilles National Park Foundation (STINAPA). The marine park encompasses all of the coral reefs around Bonaire and Klein Bonaire. Spearfishing and taking marine life is totally prohibited. Bonaire is the first Caribbean island to declare its total coastline a marine park. Since its creation, Bonaire has blossomed into a fish watcher's fairyland where the fish practically jump into your BC pocket! Almost any species of fish can be handfed including peacock flounders, moray eels and angelfish.

Bonaire has become a supermarket of bizarre underwater creatures, many of which are rarely seen on other coral reefs of the world. Frogfish and seahorses are regularly found and photographed by visiting divers and divemasters alike. There are at least five different species of moray eels seen on a regular basis, including the rarer golden tail, chain moray and viper moray. The most prolific are the black and white morays and feeding sessions can involve up to five eels at one time.

The magic of Bonaire's success can be summed up in one word, accessibility. The government has developed parks for people and made it possible for visitors to enjoy the natural wonders of the area.

The land park and other remote areas of Bonaire are crisscrossed by an entire network of roads which afford hours or days of scenic touring. The best way to see the island is to rent a vehicle. I found Budget Rent-A-Car's 4-WD Jeeps to be ideally suited for cruising the hilly interiors or making a shore dive from a remote beach area. The rental rates are very reasonable and you can rent for a few hours



Above: Bonaire Beach Hotel is one of the few on the island that has a sizable sand beach for swimming, sunbathing and scuba. Guests make their dives from either the shore or by flattop boat. Below: The Bonaire Beach Hotel is a large, 145 room, beachside resort complete with a gambling casino and dining facilities. Below right: The Bonaire Scuba Center is on the hotel premises—right on the beach.



TRAVEL DATA

Location	—1,200 miles south of Miami 50 miles north of Venezuela
Size	—24 miles long, 3 to 7 miles wide
Population	—9,300
Languages	—English, Papiamentu, Dutch, Spanish
Currency	—Guilders or U.S. dollars
Electricity	—127 volts AC/50 cycles
Airfield	—8,100 foot jet port
Entry Requirements	—U.S. citizens; passport, birth certificate or voter's card.
Tourist Info	—Bonaire Tourist Information 1466 Broadway Suite 903 New York, NY 10036

or by the day. There are four rental agencies on the island, all of which have offices at the airport. In addition, Budget has an office at the two major hotels and in downtown Kralendijk.

As for Bonaire's Marine Park, the is-

land is blessed with one of the finest collections of dive services to be found in the world. There are four major diving services on the premises of four different beach resorts: Bonaire Beach Hotel, Captain Don's Habitat, Carib Inn and Flamingo Beach Hotel. All four provide excellent diving services and have a perfect safety record. A fifth operation has recently started up in town and is working with Carabela bungalows.

Among the five dive operators there are a total of 16 dive boats that operate on a daily basis. Although shore diving is a big part of the Bonaire scene, the boats allow visitors to dive the more exciting locations around Klein Bonaire and all along the western coastline of Bonaire itself. Two-thirds of the boats are flattop pontoons, ideally suited for the calm, protected waters of Bonaire's west side. The remaining one-third are high speed monohulls that allow the dive operators to comfortably and quickly reach the northern end of Bonaire and the virgin reefs of

Washington/Slagbaai National Park. In fact, it is easier to reach these locations by boat than by Jeep/shore diving.

HABITAT is perhaps one of the most unique and fascinating diver hotels in the Caribbean. This resort has special character and is run by a very special character. Perched on the lip of a small limestone bluff, Habitat overlooks a calm sea and distant Klein Bonaire. The resort is small, intimate and full of surprises.

Habitat is the brain child of an expatriate Californian named Captain Don Stewart. He arrived on Bonaire 22 years ago—his sailboat crashed into a reef—and has been there ever since. He has operated diving services at practically every hotel on the island at one time or another. He single handedly charted the majority of the dive sites popular today. He is also the man responsible for the creation of the Bonaire Marine Park concept. I've never met anyone more concerned with preserving the marine environment that Captain Don. At age 58 Stewart is still full of vitality, shrewdness, inventiveness and a sense of humor that is almost diabolical. He has invested Habitat with a unique philosophy about diving freedom, which affords guests the flexibility of going diving when and where they want.

While the rooms at Habitat may be described as rustic, there are many modernistic touches, such as the two Apple computers that are hooked into the Source and the Dow Jones service in the U.S. via modem. Guests can keep in touch with the fast moving business world if they so desire.

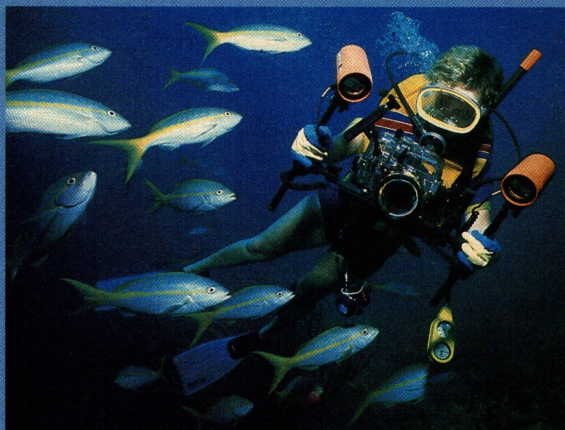
The Habitat Dive Center is exceptionally well equipped. Scuba tanks and the guests' equipment lockers are almost right on the dock and accessible at any time of the day or night. Hotel guests frequently make dives at dawn, dusk or late at the night, setting up a schedule convenient to their personal desires. The Habitat does operate a regular schedule of dive boat departures at 9:00 am and 2:00 pm. However, these departures are frequently modified to suit the needs of a group that might want to make a special dive to a remote site.

The simplicity of Capt. Don's organization is often astounding. For example, his fleet of four dive boats are named after the color of the boats and are referred to as: Yellow Boat, White Boat, Green Boat and Blue Boat. Guests are seldom confused by the color coding!

Ironically, some of the best diving is found directly off the pier at Habitat. There is a lovely coral reef slope and shipwreck just a few fin strokes from the stepladder. In fact, Habitat's reef has more than 222 species of marine life and provides a fine environment for night dives. Habitat offers some fairly unique dive experiences for the visitor who wants to try something different. For example, certified cave divers will find Habitat's cave diving tour a special adventure

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Bonaire Tours
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Morgan, NJ 08879
(800) 526-2370
(201) 566-8866 - NJ

Captain Don's Habitat
P.O. Box 88
Bonaire, Netherlands Antilles
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U.S. Booking Office:
Habitat
P.O. Box 237
Waitsfield, VT 05673
(802) 496-5067

Carib Inn
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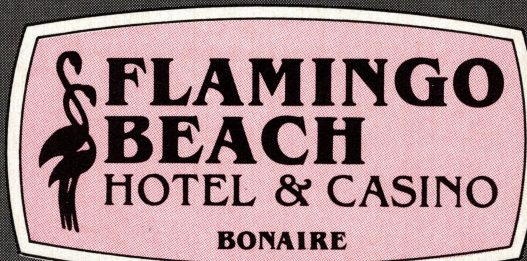


ALM offers direct service from Miami to Bonaire twice weekly, plus daily connecting flights through the island of Curacao.

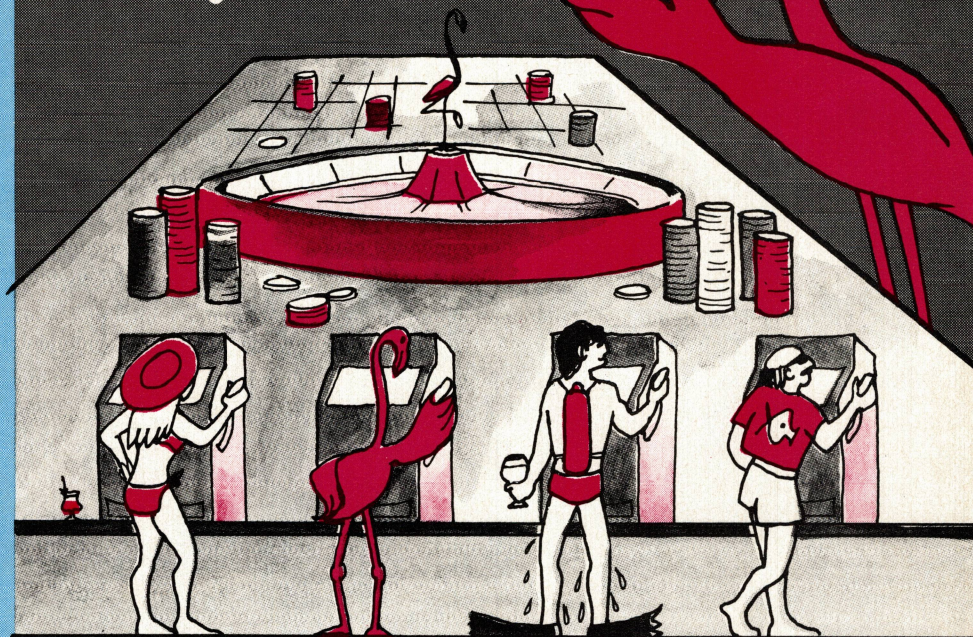
led by Morey Ruza. Underwater speleology is Morey's personal love and he has already charted some 40 caves on the island. Another unique experience is the Touch-the-Sea tour with divemaster Dee Scarr. Dee has trained a number of fish and developed a marine ecology tour.

Habitat has 100 steel and 45 aluminum scuba tanks filled and ready to go 24 hours a day. There are three Bauer K-15 compressors. There is a photo lab on the

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premises which specializes in black and white prints, color prints and E-6 processing. Photo coaching is offered. The resort consists of cottages with two bedrooms, single and double economy rooms. The restaurant, Capt. Don's Quarters, serves breakfast, lunch and dinner and is adjacent to one of the most interesting bars in the Caribbean.

The BONAIRE BEACH HOTEL is the island's largest beach hotel with a total of 145 rooms. It is an Antillean style resort facility on the shoreline just one mile north of town. Although it has been in operation for 20 years, it has just undergone major changes. The hotel has a new name, new management and has been renovated. It is now under the very capable administration of the Caledonian Hotel Management company, a firm which has made many hotels successful around the world. The corporation's first accomplishment was the widening and clearing of its sand beach to a full 600 feet. This hotel now has the largest and best beach on the island. It has already become a popular site for sunbathing, swimming, sailing and of course, scuba.

Another major renovation is the casino which is in the main building of the hotel. Renamed the Black Coral Gambling Casino, this facility is being completely redecorated and reopens this month. Also on the hotel property is a large swimming pool, cocktail lounge, formal dining room, boutique and "beach hut" where breakfast, lunch and drinks are served during the day. All rooms are air-conditioned.

Most important to divers is the fact that the Bonaire Beach Hotel is the home of the BONAIRE SCUBA CENTER, a separate resort diving operation on the premises. Operated by Bonairean Eddie Stattia, the Scuba Center is ideally situated at the south end of the hotel beach, just a few steps from the boat pier. This operation has an extensive inventory of diving equipment including: two large 15 cfm Mako compressors, 105 scuba tanks and three flattop dive boats. Each boat can handle from 12 to 24 divers. The center also utilizes a sailboat for smaller groups and operates a truck which can carry 15 divers for beach dives at Washington/Slagbaai National Park.

The Scuba Center operates regularly scheduled boat dives which depart at 9:15 am and 2:15 pm daily. The morning trip is a one tank dive, generally conducted at various sites around Klein Bonaire. The afternoon trip is a single tank dive. Night dives depart at 6:30 pm in the winter or 7:30 pm in the summer.

The shore dive via truck is scheduled to depart at 2:00 pm and return by 6:00 pm. Special trips include a two tank afternoon dive for such sites as; **Karpata, Boca Bartol, Slagbaai** and other locations

within the National Park area.

In addition to the boat and truck trips, the Bonaire Scuba Center offers the convenience of an excellent reef dive directly in front of it. Barely 50 feet from shore, a coral slope begins in 20 feet of water and slants downward on a 45 degree angle to a depth of 100 feet. Known as **Front Porch**, this remarkable reef is carpeted with small corals, sponges and anemones. The area is bustling with small reef fish of all types and the bottom is lit-

tered with invertebrates scavenging for food. Macro photographers will find plenty of shrimp, arrowcrabs and other crabs to fill their frames. At the base of the slope, the reef levels off on a flat sand bottom inhabited by a large colony of garden eels. These tiny, asparagus size creatures are fascinating to watch as they timidly poke their smiling faces out from the safety of their sand burrows. This reef site can be dived at any time of the day, as it is just a few steps from the guests'

Below: Check out morning at Dive Bonaire's pier is almost a social event. Mid-right: Horizons Too is a fast paced monohull used for distant trips to the National Park. Mid-left: The waters of Klein Bonaire can be crystal clear. Bottom: The Flamingo Beach Hotel is a collection of Spanish tiled buildings that project a dive village atmosphere.



equipment lockers.

FLAMINGO BEACH HOTEL is Bonaire's busiest and best known dive resort. In fact, it is the most successful dive resort hotel in the entire Caribbean, hosting an estimated 5,000 visiting divers annually. If you are seeking a place to meet other divers, catch a glimpse of diving's top celebrities or simply relax with your family, the Flamingo Beach Hotel is the place to go. It has a unique environment similar to a Colorado ski resort, without the snow. The hotel grounds occupy a considerable piece of real estate and the 110 guest rooms are grouped in small, two story buildings that form the outer perimeter of the resort. Within this compound are a multitude of guest facilities, including two restaurants, a freshwater swimming pool, conference room, open air bar, ice cream and fresh fruit bar, boutique, dive center and underwater photo center. Paved sidewalks crisscross the hotel grounds and provide convenient connections between all facilities. Guests can be seen strolling along the walks just about any time of the day and one gets the feeling he/she is in the midst of a miniature city. The entire hotel complex is Spanish architecture with red tile roofs and stucco walls. Every room is air-conditioned for optimum comfort.

The most recent addition to the Flamingo Beach is a brand new gambling casino which is adjacent to the hotel complex. The hotel management has completely rebuilt the site of a historic Antillean home and created an impressive gaming facility. The casino features 50 slot machines, three blackjack tables, wheel of fortune and roulette tables. Flamingo's biggest claim to fame is the fact that this facility is the first barefoot casino in the Caribbean. You need not wear shoes to make the big win!

In addition to the gaming facilities, the casino has a lovely seaside lounge and terrace where guests can enjoy a tropical drink while totalling up their winnings. The casino opens at 3:00 pm and runs nonstop until 6:00 am.

Of all the Bonaire beach hotels, Flamingo is the closest to the water. In fact, some of the guest rooms actually hang over the water and visitors can look down from their balconies and watch fish graze in the shallows. The hotel has three separate piers that provide convenient access to the water. The pier at the south end of the property is utilized by the dive boats for the loading and off-loading of guests and equipment. There is also a stairway for descending into the water for scuba check-outs and photo dives. The center pier is used by both divers and swimmers and provides a boat-free environment for convenient water entry. The pier at the north end of the property is primarily used by swimmers as it is adjacent to the small sand beach. Divers will find the wreck of a small aluminum boat, in about 60 feet of water, just north of the pier.

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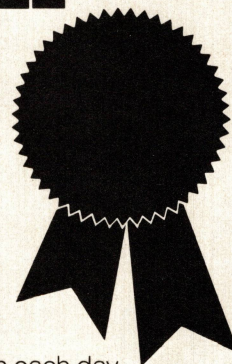
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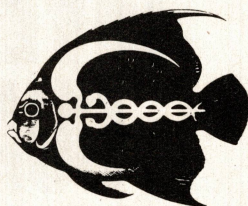
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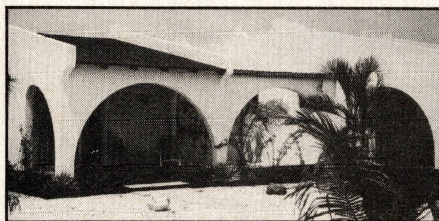


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BONAIRE

ties at the Flamingo Beach Hotel is DIVE BONAIRE, one of the best organized and most successful resort operations in the Caribbean. Designed and built by Peter and Alice Hughes and managed by Doc Anes, this remarkable operation can handle up to 200 divers a day and still make you feel as though there are only a few divers around. Their split second timing, competent dive staff and unique organization makes the daily routine flow smoothly and without confusion.

Dive Bonaire has a fleet of seven dive boats and an inventory of 170 aluminum 80 cubic foot scuba tanks. The boat fleet consists of three large flattops and four monohulls. The flattops are roomy and stable and are used for daily trips to near-by Klein Bonaire. The monohulls are very fast and frequently used for long distance trips to Washington/Slagbaai National Park and other distant reef sites. The boats make regularly scheduled trips at 9:15 am and 2:15 pm to approximately 35 different dive sites, including 16 around Klein Bonaire. There is also a night boat dive scheduled Monday through Friday at 6:30 pm. Night diving is available on **Calabas Reef** in front of the hotel seven nights a week.

A subsidiary of the Dive Bonaire operation is a rapidly growing underwater camera center known as PHOTO BONAIRE. This facility consists of a custom color processing lab, camera rental department, underwater video equipment, photo classroom and battery charging station for strobes and handlights.

Photo Bonaire offers the convenience of daily E-6 color film processing and guests can have their Ektachrome, Fujichrome or 3M color slide film processed within hours after it has been shot. Guests turn in their exposed film before 2:00 pm and receive their developed pictures by 5:30 pm the same day. Film is also available for purchase in either 35 mm or 110 size.

The main attraction of Photo Bonaire is the daily courses in underwater photography taught by the resident photo pro. The most popular is a one day introductory course in either macro or wide angle photography. A classroom lecture and dive are conducted in the morning and film is processed for an afternoon picture critique. Another popular program is the two-day PADI specialty course in underwater photography. It consists of two days of lecture with two supervised photo dives and three independent dives with picture critiques.

If bright lights, music and loads of people are not your bag, then perhaps you might want to consider staying at the CARIB INN. Promoted as Bonaire's most intimate dive resort, this mini-hotel consists of five air-conditioned guest rooms,

which can accommodate 12 to 14 guests. Two rooms are on the second floor of this converted house, with a large balcony overlooking the sea. The other three rooms are clustered around a small private swimming pool and sundeck. Adjacent to the pool is a full service dive shop containing two Worthington 17 cfm compressors, 30 aluminum 80 cubic foot scuba tanks and a complete repair shop for scuba regulators and underwater cameras. Meals and drinks are not served at the Carib Inn but there are two excellent restaurants next door in the Flamingo Beach Hotel complex. Also, it is only a 10 to 15 minute walk to town, where there are other fine restaurants.

Owned and operated by divemaster Bruce Bowker, the Carib Inn has blossomed into a very popular resort for experienced divers who seek the personal touch. Bowker is an enterprising young scuba instructor with 24 years of dive experience. Originally from New Jersey, Bowker came to Bonaire 15 years ago to work as a divemaster and instructor. He is one of the most conscientious guides you will meet, totally devoted to giving you the best week of diving you've ever had in your life. Toward that end, Bruce caters to small groups and individuals who want to get away from the crowds. He and another dive guide, Bubi Muller, personally conduct all of the reef trips around Bonaire and Klein Bonaire.

SDM'S DINING GUIDE TO BONAIRE

RESTAURANT	PHONE	LOCATION	HOURS	CLOSED	CREDIT CARDS
Beefeater Restaurant	8081	Kralendijk	6:45 pm-11:00 pm	Sunday	AE
Bistro des Amis	8003	Kralendijk	5:00 pm-11:00 pm	Monday	AE,MC,V
Calabas Terrace	8285	Flamingo Beach Hotel	7:30 am-10:30 am 12:00 pm- 2:30 pm 6:30 pm-10:00 pm	Wednesday night	AE,MC
Captain Don's Quarter Deck	8290	Habitat	7:30 am-10:00 pm 12:00 pm- 1:30 pm 7:30 pm-10:00 pm	Thursday night	MC,V
Chibi Chibi	8285	Flamingo Beach Hotel	7:00 pm-10:00 pm	Tuesday	AE,MC,V
China Garden Restaurant	8480	Kralendijk	11:30 am-10:00 pm	Tuesday	AE,MC,V
Den Laman Bar & Restaurant	8955	North of Bonaire Beach Hotel	6:00 pm-11:00 pm	Tuesday	AE,V
Great China	8886	Kralendijk	11:30 am-10:00 pm	Monday	MC,V
Hilltop Restaurant	4266	Hilltop Hotel	8:00 am-10:00 am 12:00 pm- 1:30 pm 6:30 pm-10:30 pm	none	
Mona Lisa Restaurant	8308	Kralendijk	9:00 am-11:00 pm	Tuesday	AE,MC,V
Neptune Room	8448	Bonaire Beach Hotel	7:00 am-10:30 am 12:00 pm- 3:00 pm 7:00 pm-10:30 pm	none	AE,MC,V
Rendez-Vous Restaurant	8454	Kralendijk	9:00 am-11:00 pm	Tuesday	AE
Tropical Burgers	8936	Kralendijk	8:00 am-11:00 pm	none	none
Zeezicht Bar & Restaurant	8434	Kralendijk	8:30 am-11:00 pm	Monday	AE,MC,V

Note: AE=American Express, MC=MasterCard, V=Visa

MIAMI

ALM Antillean Airlines adds something extra to your vacation in

BONAIRE... CURACAO and ARUBA.

**FREE
ARUBA
AND
CURACAO**

This year, when you get away from it all to the dazzling diving, small restful hotels and quiet good life of Bonaire, ALM will give you air transportation to Aruba and Curacao, FREE. All you have to do is purchase your Miami to Bonaire round-trip ticket on ALM—then plan your visits to historical Curacao for shopping and sightseeing and to Aruba to enjoy the miles of pure

white sand beaches. And, to start your adventure right, lean back and relax on one of ALM's super-roomy, super-quiet Super 80s.

Flights depart Miami daily at 2:00 PM. Non-stop Miami/Bonaire flight every Saturday at 6:15 PM. Sunday non-stop service starts October 28 with 5:15 PM departure from Miami.

ALM
ANTILLEAN AIRLINES



ARUBA
CURACAO
BONAIRE

To receive booklet "ALM Takes You Diving in The Dutch Caribbean", circle the reader service card or write to "ALM Dive Brochure", P.O. Box 10338, Riviera Beach, FL 33404-1338.

Your free island flights can be scheduled by your travel agent or at the ALM ticket office in Bonaire. Special airfares available from most areas in the U.S.

BONAIRE

Bowker operates a fast, 24 foot Renegade monohull which cruises at 35 mph and can reach Klein Bonaire in 15 minutes. Sites at the north end can be reached in 20 to 25 minutes. Bowker likes to limit the number of divers to eight, ensuring maximum comfort and room for gear. Dive trip departures are scheduled for 9:00 am and 2:00 pm daily.

The Carib Inn's specialty is private trips to special sites which Bowker has discovered during his 15 years of reef exploration



The Carib Inn is a small, homey style guest hotel where visitors are treated as family.

Bistro Des Amis



Discover "Paris" in Bonaire—a dining experience you will always remember! French cuisine with the personal touch of your host, Lucille. We make the best French onion soup on the island, and serve the escargots piping hot in fine garlic butter. Try our special scallops swimming in a velvety cream sauce, or perhaps delicately smoked salmon imported from Scotland. We serve juicy U.S. choice steaks cooked to perfection, home made pate's, and a wine selection which is truly unique. Bistro Des Amis is conveniently located in downtown Kralendijk. Dinner is served from 6:30 to 11:00 pm. Late supper and dancing is from 11:00 pm to 2:00 am.

Lucille Van Tilburg, Bistro des Amis, Kerkweg 1, Tel: 8003/8700

FOR RENT

- One and three bedroom cottages
- Daily, weekly and monthly rates
- Fully furnished
- Waterfront location near airport & downtown
- Two bedroom house opposite Flamingo Beach Hotel
- Five bedroom house less than 200 ft. from the ocean

For brochure and information, contact:

BONAIRE SUNSET VILLAS

PO Box 115, Bonaire, Netherlands Antilles
Direct dial from U.S. 011 599 7 8291 or 8314
Telex: 1280 BTC NA



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tion around Bonaire. He has charted a number of "secret sites" including a couple of shipwrecks and several spectacular coral reefs. His favorites include, **English Gardens, The Invisibles, Devil's Garden, and Divi Divi Tree.** Carib Inn also conducts an all day, two tank dive safari to Washington/Slagbaai National Park. **Playa Benge** is a favorite site with a beautiful formation of coral spurs and grooves in 10 to 80 feet of water. Another is **Boca Slagbaai**, tightly packed with rich corals, seafans and giant boulders that have fallen from the cliff above.

Carib Inn visits approximately 25 selected dive sites of which 15 are known only to Bruce Bowker. Bowker will also accommodate divers from other guest houses on a space available basis.

A fifth dive operation, not at a beach hotel, provides independent dive services and works with several resort bungalows. This operator is known as **BUD-DY WATERSPORTS** and is in Kralendijk directly below the E Wowo nightclub.

Buddy Watersports is owned and operated by Joop and Yvonne Rauwers, a Dutch couple who have settled in Bonaire. Joop is a certified CMAS Three Star diver with 22 years' experience. He caters primarily to European divers, but is attracting an American clientele as well. At present, Rauwers is servicing guests staying at the Carabela Bungalows.

Buddy Watersports has an inventory of 24 scuba tanks, two Bauer compressors and a 26 foot open fisherman that can carry up to 14 divers. Rauwers operates scheduled dives twice daily with 9:30 am and 2:00 pm departures. Both trips are single tank dives. Night dives are available upon request and depart at 8:30 pm. The most popular sites visited are **Carl's Hill, Forest, Hilltop Dive, Nukove, Pink Beach** and **Karpata**.

One of the newest trends in vacation living on Bonaire is the leasing of a bungalow. It's Bonaire's version of condominium rentals, but on a smaller and much more private basis. There are perhaps a dozen different homeowners and condominium entrepreneurs presently



Despite its small size the Carib Inn features a private swimming pool, dive shop on premises and dive boat at its doorstep.

renting bungalows and cottages to island visitors. However, four of these operators have become prominently known in the diving community; BACHELOR'S BEACH APARTMENTS, BONAIRE BEACH BUNGALOWS, BONAIRE SUNSET VILLAS and CARABELA BUNGALOWS. These facilities are ideally suited for family groups, small dive groups and divers desiring the privacy and independence of home-style vacation living.

CARABELA BUNGALOWS/BUDDY'S DIVE RESORT is a group of ten ultra-modern cottages one mile north of town. They are right across the street from Playa Lechi Beach and quite close to the Bonaire Beach Hotel. While these cottages are not at the water's edge, there is close and easy access to both the beach and boating facilities. Visitors can rent either a two bedroom or one bedroom cottage depending on their specific needs. All units are beautifully furnished in Dutch Antillean decor and contain full kitchen facilities. Guests can purchase groceries downtown and make their own meals or go out to eat at the nearby Bonaire Beach Hotel or other fine restaurants.

Diving services for the Carabela Bungalows are provided by Buddy Watersports. The boat picks up guests at the Yacht Club directly across the street from the bungalows. In fact, Carabela Bungalows has a special dive package with Buddy Watersports which includes bungalow facilities, a daily dive boat trip, and diving equipment with unlimited air for shore dives. Car rentals are available at special rates.

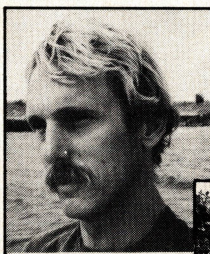
The other three bungalow complexes are one mile south of the airport (three miles south of town) in an area known as Bungalow Row. They are all directly on the shoreline and within a few hundred yards of each other. These units offer the advantage of total privacy plus shore diving from your doorstep.

BACHELOR'S BEACH APARTMENTS is a villa style facility with old Spanish architecture, spacious sundecks, an interesting cactus garden and a 30 foot pier. The entire complex consists of one, one-bedroom apartment and two, two-bedroom apartments. The two bedroom units can sleep four to six people comfortably and include a large living room, bath, fully furnished kitchen, walk-in closets and a

Bruce Bowker's

CARIB INN

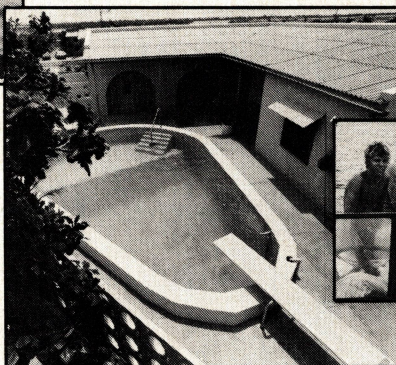
"THE Dive Resort of Bonaire"



Call
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Carib Inn**

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- 8 days/7 nights with six days diving from \$266.00 DBL. P/P
- Exclusive Dives
- No Crowded Reefs



"The Carib Inn is Bonaire's most intimate dive resort, where guests are treated as friends."

Paul J. Tzimoulis

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THE DIVERS' CHOICE..... BACHELOR'S BEACH APARTMENTS



★★★ When planning your Bonaire Dive Vacation, check out your choices.....**BACHELOR'S BEACH APARTMENTS** is your alternative to the fast paced, expensive confinement of hotel living. Your apartment fronts on the sparkling Caribbean. Swim and dive in privacy from your 30' pier, and enjoy glorious sunsets from your patio. After a full day of watersports, step into something private and comfortable..relax and enjoy your sumptuous, fully furnished 1 or 2 bedroom apartment. **BACHELOR'S BEACH APARTMENTS**—just minutes from the airport, **BONAIRE's** capital city — KRALENDIJK, and a variety of dining and entertainment spots — offers luxury leisure living at less than a hotel stay.

★★★ call or write for reservation information: ★★★

**Bachelor's Beach Apartments, 2805 Battery Place N.W.
Washington, D.C. 20016 202-244-5046**

(You don't have to be a diver to enjoy a getaway vacation at Bachelor's Beach Apartments)

circle #140 on Reader Service Card

BONAIRE

porch. Each of the apartments is named after a coral reef tropical: Angelfish, Butterflyfish and Cardinalfish.

Dive services for Bachelor's Beach Apartments are provided by Bruce Bowker of the Carib Inn. Bachelor's offers a complete diver's package consisting of accommodations, transportation to and from the airport, six dive trips and unlimited air. If visitors prefer to vacation at a more leisurely pace, the apartments are available on a non-dive package consisting of just accommodations and airport transportation. Arrangements can be made for a rental car.

BONAIRE BEACH BUNGALOWS is a larger, more modernistic facility consisting of seven, two-bedroom air-conditioned villas. The architecture is modern Mediterranean with spacious sun decks and a private pier for snorkeling, swimming and scuba. All seven villas are close to the water's edge, barely 15 feet from the ocean. Each contains two bedrooms with a total of four beds, a living room, full kitchen, bathroom and a large covered patio. Extra beds are available. A laundry room with washing machine is on the premises.

Diving services for Bonaire Beach Bungalows are provided by Bruce Bowker. In

addition, the management of the bungalows maintains a small inventory of scuba tanks for shore diving. There is an excellent coral reef called **Roy's Choice**, right in front of the Bungalows.

BONAIRE SUNSET VILLAS is another oceanside facility which consists of three, two-bedroom apartments. This facility is also Mediterranean style with slanting walls, curved archways and spacious patio area. The apartments are beautifully furnished with modern Antillean decor, tile floors and beamed ceilings.

The apartments are close to the water's edge and there is excellent snorkeling and scuba diving directly in front of the villas. Diving service for Sunset Villas is provided by Bruce Bowker.

Bonaire's popularity as a dive destination is primarily owing to the remarkable ease and convenience with which diving can be done. The best reefs are close to the hotels (either by boat or by land) and within the protected lee of the island. All four of the resort hotels have dive operations on the premises and excellent reefs right in front. This allows the visiting diver to enjoy unlimited beach diving, anytime of the day or night, without ever leaving the hotel grounds.

GETTING THERE

Bonaire is served by ALM Antillean Airlines, the only airline which actually flies

BONAIRE GUEST COTTAGES AND APARTMENTS

Bachelor's Beach Apartments

Kralendijk
Bonaire, Netherlands Antilles
Phone: 011-599-7-8734
U.S. Booking Office:
Bachelor's Beach Apartments
2805 Battery Place, N.W.
Washington, D.C. 20016
Phone: (202) 244-5046

Bonaire Beach Bungalows

P.O. Box 155
Bonaire, Netherlands Antilles
Phone: 011-599-7-8581
U.S. Booking Office:
Bonaire Beach Bungalows
P.O. Box 264
Waverly, PA 18471
Phone: (717) 586-9230

Bonaire Sunset Villas

P.O. Box 115
Bonaire, Netherlands Antilles
Phone: 011-599-7-8291

Carabela Bungalows

Buddy's Dive Resort
P.O. Box 95
Bonaire, Netherlands Antilles
Phone: 011-599-7-8647

Bonaire Beach Bungalows



Carabela Bungalows



Sunset Villas

Bachelor's Beach Apartments



Guest houses and beach cottages are an emerging form of accommodation on Bonaire. Visitors combine the privacy of a condominium with the mobility of a rented Jeep for beach dives—to create an alternative vacation experience.

to the island, but there are connecting flights with Eastern and American that fly to the islands of Aruba and Curacao.

The simplest way to reach Bonaire is to take the non-stop ALM flight from Miami to Bonaire. This departs every Saturday and Sunday at 5:15 pm. It is a two and one-half hour flight aboard a modern jet with dinner served on board. If you cannot depart either Saturday or Sunday, the alternative is to fly ALM's daily jet service at 2:00 pm to Aruba or Curacao, where you transfer to an inter-island commuter flight. Eastern Airlines also offers daily jet service from Miami to Curacao late in the day and is an excellent choice if you plan to stay overnight in Curacao and do a little sightseeing. There are several daily connections the following day to Bonaire with the commuter flights.

American Airlines operates daily jet service from New York to Aruba/Curacao and you can make a connection to Bonaire via ALM's inter-island service. Mid-Atlantic divers can now go on the ALM weekly charter from Baltimore and Philadelphia to Bonaire. This flight departs every Saturday around noon. You can board this flight in either Baltimore or Philadelphia and transfer in Curacao to the Bonaire inter-island flight.

The inter-island commuter flight from Curacao to Bonaire is a small 20 passenger propeller aircraft, limited in the amount of baggage it can carry.



The simplest way to reach Bonaire is to take the non-stop ALM flight from Miami.



Eastern Airlines offers daily jet service from Miami to Curacao late in the day.



The Curacao to Bonaire commuter flight is aboard a 20 passenger propeller aircraft.

It is absolutely essential to reconfirm your return flights once you have arrived on the island of Bonaire. This should be done at least 72 hours before your scheduled departure. Flights leaving the island are frequently booked solid and unless reconfirmation is made, your space will be canceled.

DRIVE BONAIRE WITH BUDGET

- Largest inventory of automobiles in Bonaire-including 4 wheel drive Jeeps, 8 to 15 seater buses, Mini Mokes, VW Beetles, station wagons, Fords and Hondas.
- NEW, Honda "NIFTY 50" motor scooters
- NEW, reduced rates!
- FREE unlimited mileage!
- Offices at the airport, downtown, Flamingo Beach Hotel, and Bonaire Beach Hotel. Free pick up and delivery from any other location.
- Air conditioned cars available.
- FREE color map of Bonaire with minimum 2 day rental
- FREE, whilst renting an automobile from Budget you will be entitled to free membership to the famous Night Club/Discotheque "E WOWO".

For reservations and information:

Call: 011-599-7-8300 or 8315 (dial direct from U.S.)

Or write: P.O. Box 115, Bonaire, Netherlands Antilles.

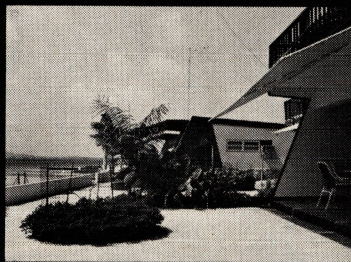
Telex: 1280, BTC NA or 1281 KAYAS NA

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BONAIRE BEACH BUNGALOWS

"FOR THE MORE SOPHISTICATED DIVER"



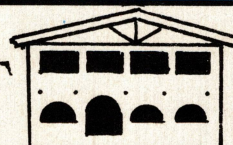
- Six two-bedroom A/G villas with full kitchen.
- All units within 15 feet of the ocean.
- Great diving right off your large covered patio.
- 3 minutes from downtown.
- Ideal for couples, families and groups.
- Priced from \$14 per person per day (4 person occupancy).
- Group rates upon request.
- Car rentals at lowest rates on Bonaire.

For color brochure and further information write or phone:

Bonaire Beach Bungalows, P.O. Box 264, Waverly, PA 18471, Phone: 717-586-9230
or P.O. Box 155, Bonaire, Netherland Antilles, Phone: 011-599-7-8581

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*Ocean View
First Restaurant
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SPECIALIST IN SEA FOOD*

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Breakfast from 9 a.m.

BENEATH



BONAIRE

It's always a Beautiful day!

Don your gear and wade into the crystal clear sea. Within seconds you'll be face-to-face with a breathtaking, technicolor world of carefully protected coral and abundant sea life. Bonaire is considered one of the best dive destinations in the world. At any of 50 marked dive sites, visibility is well over 100 feet. Walls plunge spectacularly...but some of the most exciting scenery is at 20 to 60 feet. Dive centers provide everything you didn't bring. Instruction at every level and full photo service. Out of the water: Explore our vast natural sanctuaries where 135 species of birds and thousands of graceful flamingos make their homes. Play tennis, gamble in our cozy casino, dine leisurely, or just relax in the sun. Send for our Diving Brochure and plan beautiful days on Bonaire...in the water and out.

ALM
ANTILLEAN AIRLINES

Please send me your brochures and complete information about Bonaire.

Name

Address

City State Zip

Bonaire Tourist Information Office • 1466 Broadway • Suite 903
New York, N.Y. 10036 • 212-869-2004

U.S. Divers Combines Aesthetics and Function in its

COMPRO

GRAPHITE



TEXT AND PHOTOGRAPHY BY ERIC HANAUER

When a mockup of the new U.S. Divers fin was displayed at the 1983 DEMA Show, I was skeptical whether the production model would look as good. It looks better. Then I wondered if anything so obviously designed with aesthetics in mind could perform. It did. Now graphite has been added to make the fin perform even better.

Aqua-Lung Compro Graphite Fins are part of a new corporate philosophy of design coherence among the company's three lines: U.S. Divers, Aqua-Lung Pro Line and JM Cousteau. Engineers work together on new products, incorporating the firm's identifying characteristics into each item.

I recently visited the U.S. Divers factory to interview Mark Faulconer, who developed the Compro fin. Mark is an industrial designer, trained to combine aesthetics with function. "Automobiles are created this way, so is ski equipment," he said. "Why not dive gear?"

Faulconer pointed out some of the features which make Compro fins unique. He cited human factors analysis studies which concluded that most fins are vented the wrong way. In kicking, maximum propulsion comes from the downbeat. If water is vented to flow through from the top to the bottom of the fin, power is lost. Therefore he decided to vent the Compro from bottom to top, so water flows through only on the upbeat, lessening resistance on recovery.

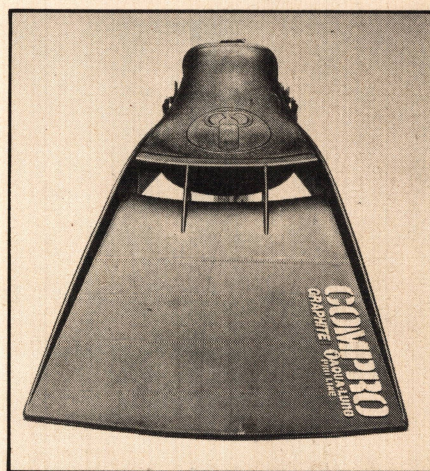
In many fins, the foot pocket is just an afterthought. The one on the Compro shows the result of a lot of study. The top is a flat surface to reduce turbulence. A diver's feet flare out while thrusting down-

ward. To avoid squeezing the feet on the downbeat, the Compro's foot pocket flares out at the toe, like the old Earth Shoes did. Compros are available in small, medium and extra large models. The blade size varies slightly among the three fins; the main difference is in the size of the foot pockets.

Compros are made from thermoplastic elastomer which has had a major impact on fin design over the past three years. This manmade material allows a stiff blade with strong rebound characteristics to be molded to a soft foot pocket. Although the foot pocket looks and feels like rubber, it is an olefin plastic, chemically similar to the blade material. After the blade is made, the foot pocket is molded onto it, forming a chemical and thermal bond which will not delaminate. The result is a lightweight fin, comfortable to wear but powerful and resilient.

Like all the new plastic fins, the Compro has some trade-offs. The soft foot pocket can take a set if objects are piled on top of it or if it is exposed to heat. To prevent that, the owner is advised to keep the inserts (supplied with the fins) in the foot pockets when the fins are not being used for diving. These act as shoe trees and prevent sagging. Eventually, the blade will become scuffed from repeated encounters with rocks and coral. Although cosmetics are compromised, performance is not affected.


There are three Compro fin models available. Graphite fibers are added to the blade of the Graphite model for increased stiffness. That's to accommodate the big kicker who wants more power. Unlike other graphite fins that are



The Compro Graphite fin has a foot pocket which flares out at the toe for comfort.

translucent dark gray, carbon was added to the compound to make the Compro Graphite opaque black.

Underwater, the fins feel as good as they look. They are light, comfortable and generate good power. The efficient blade angle and the vents, combined with the material's light weight and resiliency, result in more power with less effort. Differences in thrust between the graphite and the clear model are subtle. When trying one on each foot and switching them back and forth, I detected a bit more effort demanded by the graphite fin. Generally, the more powerful kicker will prefer that model.

Retail price is \$60. The Compro Graphite is an efficient combination of form and function, representing the state of the art in dive fin design. 

A.I.R. II

Scubapro's A.I.R. II

SDM SPECIAL SERIES ON REGULATORS



TEXT AND PHOTOGRAPHY BY GEORGE COZENS

Out of air! This emergency strikes fear in many divers. Perhaps a little fear is healthy—it causes respect. But the panic that sometimes follows fear is certainly not healthy. Being out of air while diving needn't cause panic. From basic training on we are instructed to watch our submersible pressure gauges continually, dive with a buddy and share, if necessary, his or her air during the ascent. A vast improvement in buddy breathing was the use of an octopus: Each diver has his/her own second stage and there is no need to share one. But octopuses are not a panacea. They increase safety but aren't the perfect solution.

In 1979, Scubapro got a better idea. They developed and introduced the revolutionary A.I.R. II: A.I.R. standing for Alternate Inflator Regulator. This unit combined a quick-disconnect, inflation/deflation valve for a buoyancy control device with a dependable demand second stage for backup emergency breathing. Presto! In one fell swoop Scubapro took a *big* step forward in diving safety. Mating the BC power inflator/deflator with a demand regulator resulted in a number of advan-

tages. For one, the location of the backup regulator became standardized—at the end of the BC inflator hose, in front of the diver—always within easy reach. Furthermore, because the A.I.R. II serves as the BC inflator/deflator and is used frequently during most dives, the diver learns to locate it quickly and in an emergency will know instinctively where to find it. This is called location reaction and can help remarkably in a stressful situation. Also, if mounted properly on the BC hose the A.I.R. II mouthpiece will be in the precise position for instant use—reducing the fumbling and time wasted in orienting the mouthpiece of an ordinary octopus for breathing. These are important advantages, since the A.I.R. II was designed to be used by the *donor* who gives his/her own primary second stage to the diver who is out of air.

The fourth advantage is increased dependability. Because the A.I.R. II is attached to the short BC inflator hose, there is little chance it will drag along the bottom, collecting specimens on the way. It is also less likely to hang up in kelp, coral or a wreck. Additionally, every time the

BC is vented, the escaping air passes through the A.I.R. II, tending to flush any debris from around the regulator mechanism and out through the mouthpiece and exhaust valve. Still another advantage is the reduction in the number of hoses radiating from the first stage—with the A.I.R. II, a single high flow hose supplies both the BC power inflator and the backup regulator. Hence, we can't call this an octopus rig.

The A.I.R. II is a marvelous invention. So much so that the oldest scuba instruction agency in the United States, the Los Angeles County Underwater Instructors Association, presented Scubapro with its Safety Award for the significant contribution the A.I.R. II has made to diving safety. The diving public has also acknowledged, with its popular acceptance, the safety contributions of the A.I.R. II.

How do you improve on success? Well, Scubapro did. Earlier this year they introduced the second generation A.I.R. II, a new and improved version, offering higher regulator performance and more convenient placement of inflation and deflation buttons, among other changes.

The new A.I.R. II can be easily installed on any buoyancy control device that has a one inch diameter inflator hose in the area of the left shoulder. It is secured with a simple plastic tie/clamp. The 28 inch long, low pressure, high flow supply hose has a 3/8 inch diameter fitting for threading into a low pressure port on the regulator's first stage. Recommended intermediate pressure is between 128 and 140 psi. The other end of the supply hose attaches to the A.I.R. II with a chrome plated brass quick disconnect mechanism.

Like many second stages, the A.I.R. II utilizes a downstream, venturi assisted demand valve, with the valve body made of chrome plated brass, the valve seat of neoprene and the demand lever of stainless steel. Stainless is also used in the inflation valve, actuated by the small, round Delrin plastic inflation button. The large, rectangular deflation button is also Delrin. So is the purge button. The latter is actually a one inch diameter disk, attached to the two and one-quarter inch diameter silicone rubber diaphragm and slightly recessed in the center of the high density polypropylene diaphragm cover. The A.I.R. II housing is injection molded of a fiberglass reinforced, polyester resin. Lastly, the mouthpiece is neoprene and the one inch diameter exhaust valve is silicone rubber. At an intermediate pressure of 135 psi, the A.I.R. II can provide about 23.5 (standard) cubic feet per minute to the diver and about 7.6 scfm to the BC. It can deflate the BC at about 13 scfm, at one psi back pressure.

The purpose in pointing out all these specifications is to show that the A.I.R. II is not a second rate regulator stuffed into a BC inflator body. It is a full feature, fine performance second stage that doubles as a BC power inflator. Not that the A.I.R. II should be used as a primary second stage, but its performance is quite comparable to conventional second stages on the market. This is ensured by the 100 percent quality control testing of inhalation and exhalation characteristics.

Maintenance is very simple: just rinse the A.I.R. II thoroughly in fresh water after use, preferably while on the tank with the air on and dry prior to storing. There are no diver adjustable parts, adjustments should only be made by trained service personnel. Professional service at Scubapro or any authorized dealer is required annually by the limited one-owner lifetime warranty. But, since this warranty covers practically all replacement parts (except mouthpiece and hose assembly), the cost should be limited primarily to labor—somewhere around \$15.

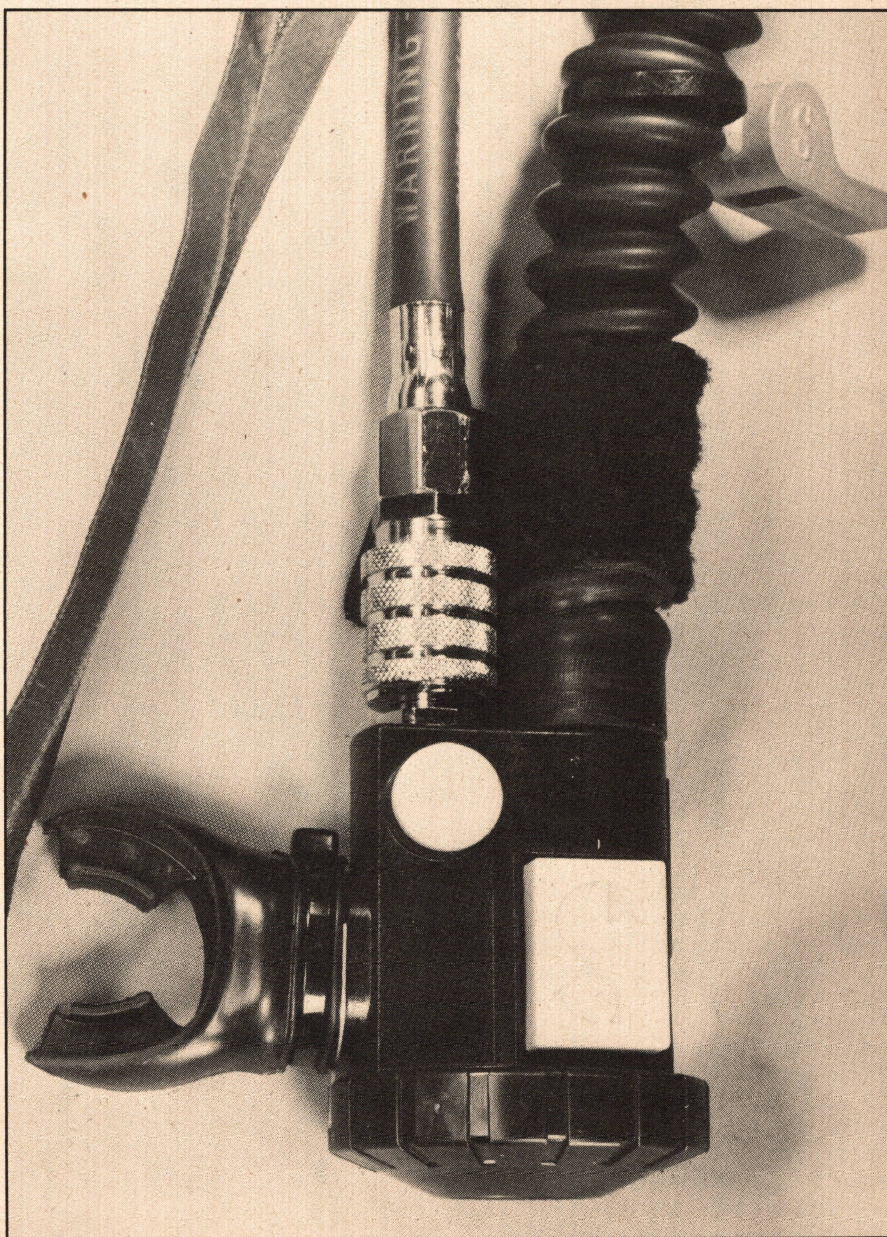
I've had the pleasure of using a new A.I.R. II over the last three months on a

few dozen dives: in both tropical and temperate waters; in crystal clear water and water laden with pumice; in open water, around sharp coral and in heavy kelp; and down to 120 feet. The A.I.R. II performed admirably. Inflation and deflation of the BC was smooth, easy and precise. Clearing the flooded unit was also very easy. Surprisingly, and much to my pleasure, inhalation and exhalation resistances seemed reasonably low—a little higher (but not much) than my high performance reference regulator. In putting the A.I.R. II through the same paces used in evaluating other regulators, I noticed only two idiosyncracies: a slight water leakage when on my back, looking verti-

cally up; and a weak squeek from time to time upon inhalation. Scubapro engineers indicated that the latter was owing to a little vibration in the first stage piston which was transmitted down the supply hose to the A.I.R. II. This vibration doesn't affect performance and is not apparent in all first stages.

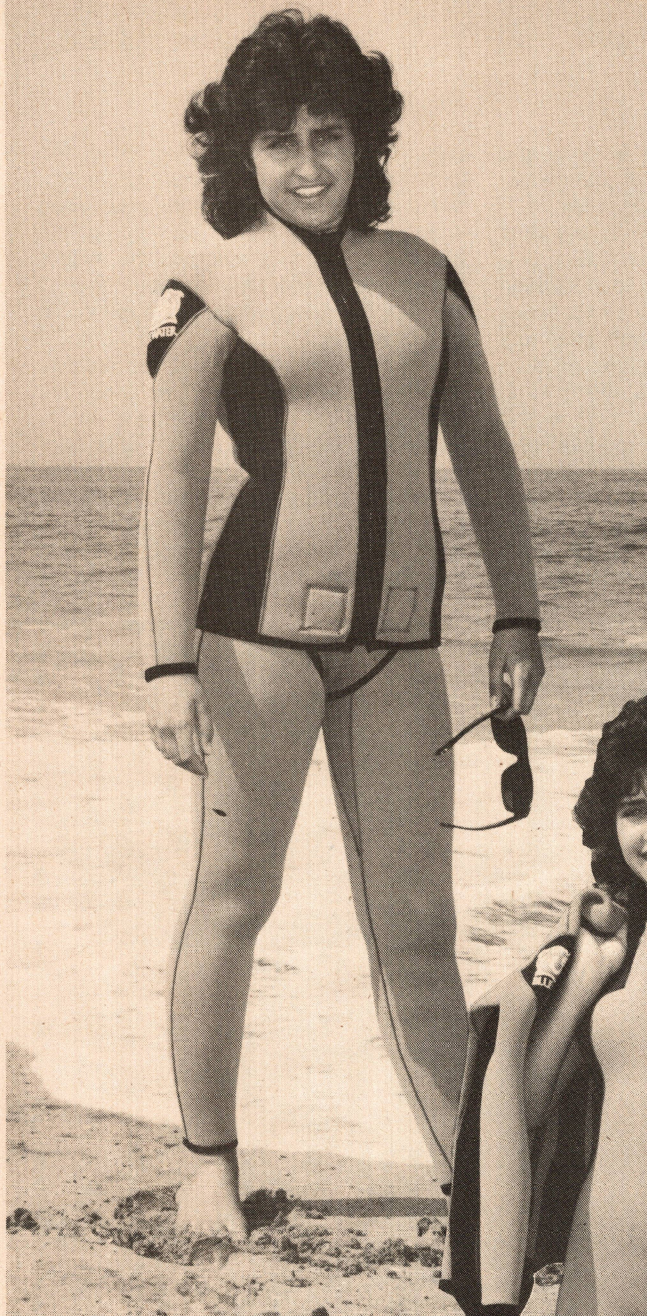
You can't put a price on life. Not that buying and using an A.I.R. II will automatically ensure safe diving, nor the saving of lives, but I really believe that at a suggested retail price of \$195, it is certainly well worth the peace of mind it brings in knowing that you've taken a big step toward safer diving. And, some day, you may just really need it. >#

The A.I.R. II is both a safe second stage and a BC inflator with quick disconnect hose.



Colorful Comfort in **BLUEWATER'S EXPLORER**

TEXT AND PHOTOGRAPHY BY
BONNIE J. CARDONE



Water temperatures of 74°F are not standard fare here in California. Hearing reports of same I grabbed a BlueWater 3/16ths inch wetsuit and hitched a ride on the *Golden Doubloon*, bound for Catalina.

On the way over I had ample time to examine the wetsuit. (Capt. Eddie's motto is: "Take a slow boat and double your fun.") It is quite attractive. The main color is a bright royal blue. Black panels and Tuf-Tape edge trim, along with red/gold stitching, add dramatic accents. The material is super stretchy, small cell neoprene nylon two. Nylon, of course, is known for its ruggedness and durability. The farmer janes fasten with Velcro® at the shoulders. The jacket has a heavy duty Vislon zipper up the front and a Velcro closing beavertail.


When we arrived at Blue Caverns I found suiting up, even in the hot sun, easy. The nylon lining and stretchy neoprene allow the Explorer to slip on easily. Most of our test suits are off the rack models as was this BlueWater. The four-way stretch neoprene, however, made it fit as if it were made for me.

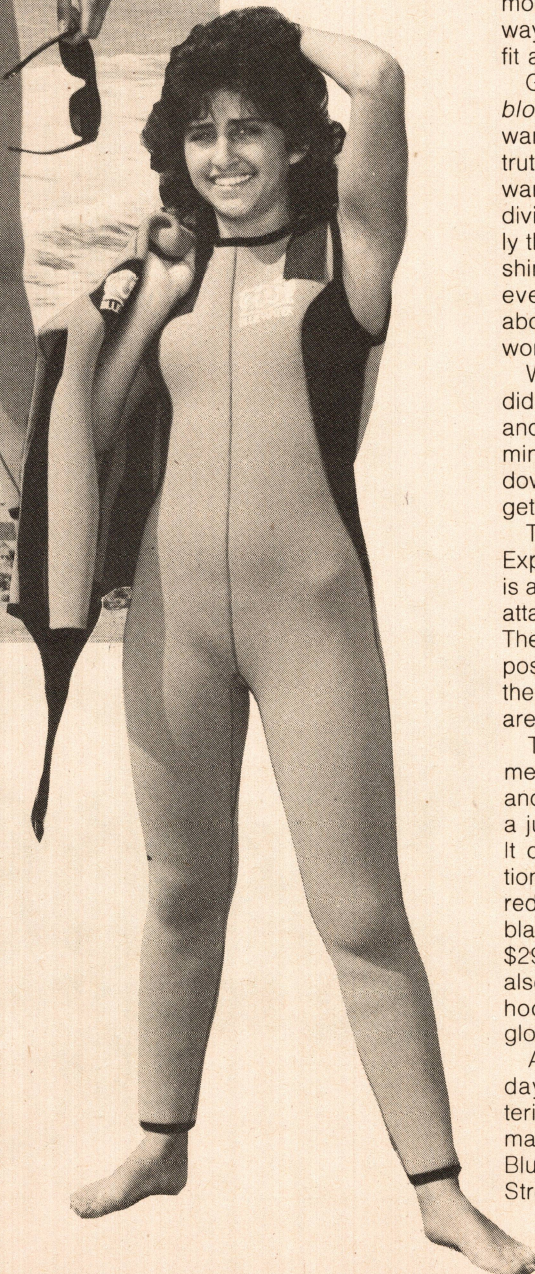
Giant striding off the side of the *Doubloon*, I found the reports of tropical-warmth water to be the unadulterated truth. Down to 40 feet I was almost too warm. If I were going to be doing a lot of diving at that depth I would have used only the farmer janes and a long sleeved T-shirt. The thermocline at 40 feet, however, where the temperature dropped about ten degrees, made me glad I had worn the jacket.

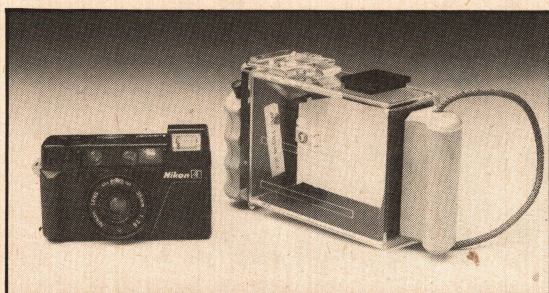
When a wetsuit fits well, as this one did, water exchange inside it is minimized and the wearer stays warmer. I spent 43 minutes in the water, traveling up and down between 20 and 60 feet, without getting chilled.

The cut and design of the BlueWater Explorer allow ease of movement. There is a gusset at the crotch and the arms are attached to the jacket in a special way. The suit is made with as few seams as possible. There are none on the backs of the legs or the insides of the elbows, areas I find especially sensitive.

The BlueWater Explorer is available in men's and women's models in 1/8, 3/16 and 1/4 inch neoprene. You can get it as a jumpsuit and as a custom suit as well. It comes in a variety of color combinations including: royal/silver, navy/royal, red/silver, yellow/royal, silver/navy and black/royal. Prices range from \$109 to \$295 (custom suits are more). BlueWater also makes such Explorer accessories as hooded vests, coldwater hoods, mitts, gloves and boots.

All BlueWater wetsuits come with a 180 day guarantee against defects in materials and workmanship. For more information see your local dive store or write: BlueWater Mfg., Inc., 2010 West 135th Street, Gardena, CA 90249. 





The Auto-Marine housing comes in several models to fit a variety of 35 mm autofocus cameras with autowind. The camera's flash is popped up before going in the housing—the only control the diver operates U/W is the shutter button.



HELIX AUTO-MARINE

Reliable And Inexpensive U/W Housing For The Autofocus Cameras

BY STEPHEN FRINK

The big news in the photo industry today is the incredible popularity of the autofocus 35 mm camera. Most models feature automatic exposure and focus, built-in flash, self-timers, motorized film advance and rewind and very sharp 35 mm lenses. The film is generally auto-loaded. With the earlier models, about the only thing the photographer could do wrong was to shoot the picture with the lens cap on. With many cameras today, even that mistake is impossible owing to built-in lens caps which prevent shooting while in place. And, the strobes even pop up automatically in low light. For the general consumer, and even as a convenient back-up for the professional photographer, these little cameras are great. And now there are even housings for them so they can shoot underwater.

The Auto-Marine housing is manufactured in Japan and imported into the United States by Helix. Rather than one mold which is used for several different cameras according to control placement, there are different housings for different types of autofocus cameras. Helix sells housings for four of the most popular: the Canon Sure-shot and the new Sure-shot M2, the Nikon L35AF, the Minolta AF-SV and the Pentax PL35AF. Note, however, that use of the Pentax requires the optional power winder as the housing has no provision for manual film advance. With the other cameras the autowind is built-in.

The housing itself is ingenious in its simplicity. It is little more than a plexiglass box with molded rubber handgrips on both sides. There is a control for the shutter release and that is all. The camera is inserted through a hinged door on the side of the housing which is O-ring sealed and secured by means of a positive latch. The camera slips into the housing smoothly and is held in position by two rubber mats. The flash is switched on before the camera is inserted. Once properly seated in the housing, the autofocus camera may be taken underwater to a depth of 120 feet.


Autofocus is not of great utility underwater. Most autofocus devices involve infrared light rays which may be misled by the density of the water when submerged. However, the autofocus will work through the walls of the housing, which makes it ideal for work in adverse weather conditions topside. In order to use the housing in the autofocus mode topside and the nonautofocus underwater requires the use of an infrared regulator on the housing. Don't be fooled by the high-tech nomenclature. The IR regulator is merely a rectangular block of aluminum with a central pivot so that in the open position the auto sensor is functional and in the closed position the camera is fooled into reading minimum focus.

The camera we used for the test series was the Nikon L35AF, recommended by Helix because of its fine optics. With ISO 100 film and the IR regulator in place, we found the zone of sharp focus to extend from about 2-10 feet. We always used the strobe since all tests were done between 30 and 60 feet in depth and it was necessary to use artificial light to restore color. It seems logical that in depths less than 15 feet the strobe may not be necessary and faster films might allow even greater depth of field. Our best photos were obtained when shooting no more than four feet from the subject for maximum resolution and color.

The camera/housing combination handles extremely well in the water. It is

slightly buoyant and the built-in wrist lanyard keeps it secure but out of the way when not in use. The viewfinders on these cameras are not overly large, but with a low profile facemask it is not difficult to see the entire frame. With the autofocus override in place it is no longer necessary to position the primary subject in the focusing circle engraved in the viewfinder, so there is no need to place every fish in the center of the frame. Should the camera be used topside as an autofocus, the primary subject should be placed within the focus indicator.

These cameras seem to be relatively rugged. I've found the true test of an U/W camera's dependability is whether it will survive use in a camera rental program and so far the units I've placed in rental are doing fine.

For the person who wants the quality and convenience of the autofocus 35 mm for topside use, combined with a very well-conceived housing for underwater use, the Auto-Marine is a logical choice. Helix sells the housings separately or offers a very attractive package deal on the camera and housing together. The Nikon L35AF with the housing, for example, is \$199, other cameras and housings are slightly less. For further information contact Helix at (800) 334-3549 or write to the underwater photo department at 325 West Huron Street, Chicago, Illinois 60610 or contact your local dealer for Helix underwater photo products. 

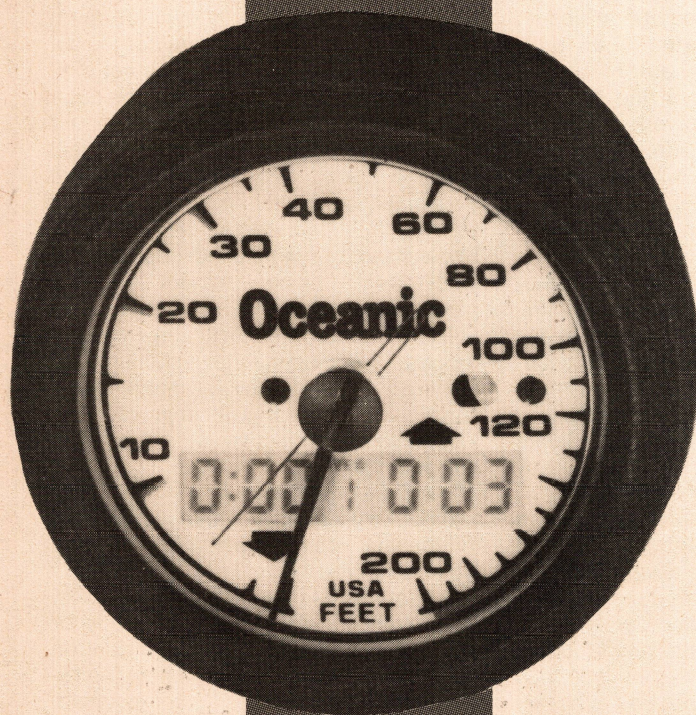
OCEANIC

Data Max



Time/Depth Monitor In A Compact Package

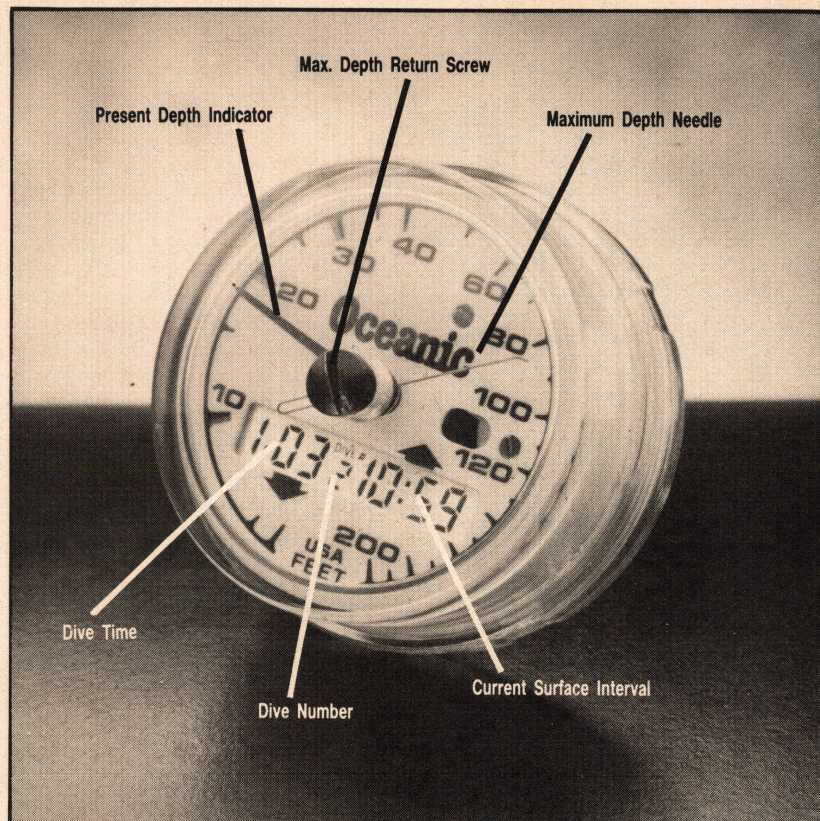
BY JIM WALKER



The DataMax from Oceanic combines two vital instruments, a depth gauge and a dive timer, in one neat package. Short of a computer with audio warnings to latch your seatbelt, this package displays all the information you need, regarding depth and dive time, for calculating decompression and no decompression dives as specified in the U.S. Navy dive tables. The DataMax shows both present depth and maximum depth on an analog display to 200 feet. The depth scale is color coded, with red accents at 10, 20 and 30 feet and a red band for depths below 130 feet. The markings on the gauge are arranged so there is more space between numbers at shallower depths for more accurate readings where it's most important. (Pressure changes more rapidly per foot of depth in shallower water.) The gauge face is luminous yellow/green for easy reading in low light. The maximum depth needle is pushed forward by the present depth indicator needle. When the diver ascends and the present depth indicator retreats toward zero, the maximum depth needle remains at the farthest point reached on the scale. It will stay there until manually returned to zero after the dive. This is accomplished by turning a slotted screw-head in the center of the gauge face. There is just enough resistance in the needle to prevent it being turned back accidentally, yet a coin, knife edge or zipper tab will turn it easily.

The depth gauge mechanism utilizes a steel plate diaphragm and rack and pinion drive in an air chamber (no oil). Oceanic rates the gauge as accurate to \pm two percent at 100 feet.

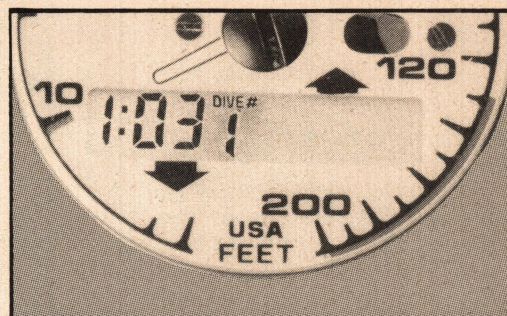
All time functions in the DataMax are shown in a digital LCD display window at the bottom of the gauge face. The first three digits from the left indicate the time spent on the present dive or, if on the surface, the time spent on the last dive (0:00-9:59). The central digit, which is slightly smaller than the others, indicates the number of the dive (1-9). The last three or four digits



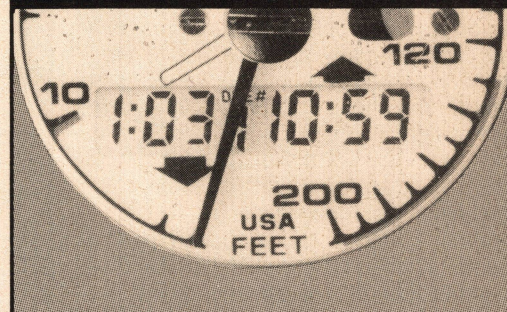
show the current surface interval. A window display of 1:03 2 10:59 indicates that one hour and three minutes were spent on the second dive of the day and that ten hours and 59 minutes were spent on the surface since that dive. Before you enter the water on your first dive the display window is blank. Upon reaching a depth of seven feet the timer activates, showing dive number one and begins counting bottom time. When you ascend to less than seven feet the bottom time is frozen and the surface interval timer begins counting. If you stay on the surface less than ten minutes and then descend past seven feet the timer adds this to your previous dive and counts the two dives as one. If you remain on the surface for more than ten minutes the next descent will be considered as a new dive.

Between dives the last bottom time will remain on the display and the surface interval timer will continue counting until it reaches 12 hours or you make another dive. At 12 hours of surface interval the window goes blank and the timer turns itself off to save power. The beauty of this system is that you could forget to check either your depth gauge or your bottom time and one hour or 11 hours after surfacing you could look at your DataMax and have all the information necessary for calculating your repetitive dive group on your U.S. Navy-based dive tables. However, the DataMax is no substitute for careful dive technique. You still need to monitor your depth and time occasionally to prevent exceeding the no decompression limits.

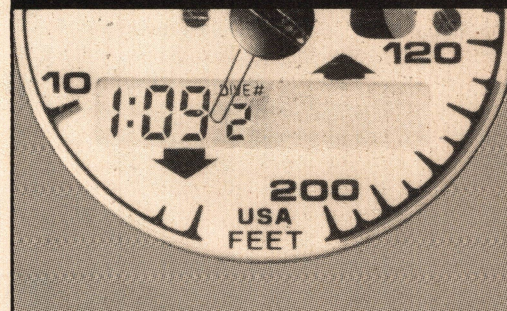
The DataMax timing microprocessor is powered by a three volt silver oxide cell and will provide 6,300 hours of continuous use. Divided by an average of 20 hours per diving day (remember: the surface interval will run to 12 hours after your last dive) this translates to 315 diving days. If unused the power cell has a shelf life of five years. The battery must be replaced at the Oceanic factory.



Dive time is shown in left window (1:03) and the dive number in the center (1). Right window is blank during dive. Note: 1:03 equals one hour: three minutes (i.e., 63 minutes).




After surfacing, the bottom time and number of the dive remain displayed. The surface interval time is displayed at the far right (10:59 equals ten hours: 59 minutes).



At the beginning of the second dive the surface interval goes blank and the dive time begins counting from zero. Here, 69 minutes have elapsed on the second dive.

The timer and depth gauge are encased in a domed polycarbonate housing, the front of which magnifies the gauge face. This module, alone, retails for \$142 and will fit in most instrument consoles. The module also comes in a rubber wrist mounting for \$152. This cushions and protects the module and lets you put the DataMax on your wrist where it can easily be read. The module is also available in a console with the Oceanic submersible pressure gauge (\$225) and in the Navigator console with the SPG and a compass (\$277).

The DataMax worked flawlessly on our test dives and seems built to last. However, it should be kept away from harsh chemicals, including petroleum products, and should not be left in direct sunlight. It comes with a two year, one owner warranty.

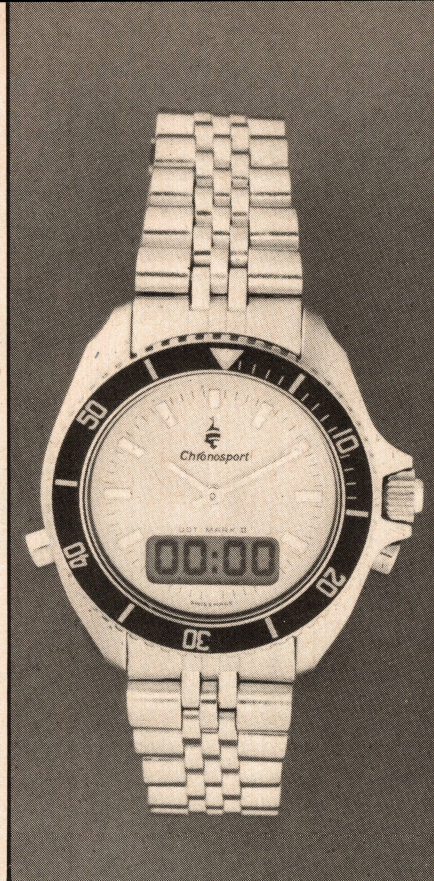
The DataMax is an idea whose time has come. For tracking your dives accurately and for remembering when you forget, it is a reliable friend. See one at your Oceanic dealer. 

Over the years divers have come to rely on Chronosport, Inc. for durable timepieces featuring trendsetting innovations and attractive styling. This is the company that brought Swiss quartz technology and upscale design to the American market. Chronosport has the size, facilities and organization to back its watches. More than 1,000 dive stores carry its products.

Chronosport's success in the dive industry is largely owing to its early recognition of the benefits of quartz technology. The company was the first to introduce this technology to dive watches; the first to take these watches into the realm of jewelry by adding a gold finish; and the first to combine a digital stopwatch function in an analog wrist watch—thus the first diver's chronograph.

When Chronosport introduced the Universal Diving Timer (UDT) in 1979 its combination of analog and digital displays revolutionized the concept of a diver's watch and it became an instant best seller. Combining the best of two technologies, the UDT gave the diver the versatility of multiple digital functions, including the ability to track accumulated dive time over a series of dives, while retaining the elegant styling and instant readability of an analog face and rotating bezel. Unlike many purely digital watches, the UDT retains that look that says "diver."

In the years since its introduction the UDT has continued to be Chronosport's hottest item and one of the best selling diver's timepieces. It can be seen on the wrists of the famous and not so famous. The original, black UDT is utilized by the military; the gold plated version is popu-



Chronosport's New UDT Mark II Unisex Model is a Revolutionary Ap- proach To Watch Design

BY JIM WALKER

lar with executives; and the 18 karat gold model (the only 18 karat gold quartz chronograph in production today) is prized by "those who have everything."

By popular demand Chronosport has introduced another version of the UDT, the UDT/Mark II. This model is smaller than the original UDT (24 versus 30 mm across the crystal). No longer are male divers limited to the traditional oversize watch nor are women limited to smaller watches whose size prohibits the combination of digital and analog functions. Like the original UDT, the UDT/Mark II has a quartz movement; analog display for the time of day; digital LCD display for alternate time zone (military), stopwatch and date; mineral crystal; one-way ratcheted bezel; screw down crown; and stainless steel case. The Mark II comes with gold electroplate or stainless finish, with matching bracelet or nylon strap.

The version featured in this article is the Champagne UDT/Mark II. This is the gold plated model (20 microns of gold) and is the more elegant version. The only differences between the Champagne Mark II and the Champagne UDT are size

and some minor cosmetics such as white versus gold hands.

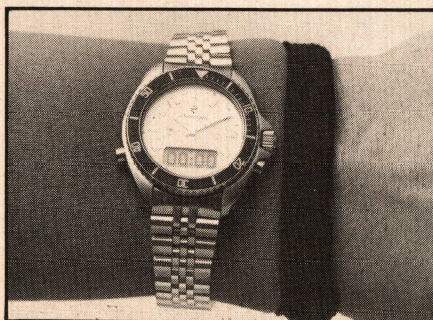
The Champagne Mark II has only a little more weight and bulk than a designer dress watch, but is still easy to see underwater. Its luminous hands and hour marks are visible in very dim light. Rather than pressing a button to light up the LCD screen, the diver only has to glance at the watch face to see how much time has elapsed during the dive.

The Champagne Mark II is not only sized to double as a dress watch, it looks the part as well. Obviously, the gold finish gives it a touch of class matched by few diver's watches and the slim styling and gold face, accented by the dark gray bezel, put it in the designer category.

The UDT Mark II still says the owner is a diver. It is designed to be rugged and reliable as well as attractive. You only have to rotate the one way bezel and feel the precise click stops to sense this. Both the screw down crown and stopwatch button are protected by built up shoulders on the case. The alternate time zone button won't alter dive time being tracked on the digital display if pressed accidentally. Just press it again to bring up the dive time, without losing a second.

The Champagne UDT/Mark II is pressure tested to 20 atmospheres (627 feet) and accurate within ± 60 seconds a year. It comes with a five year warranty.

With the gold plated bracelet the Champagne UDT/Mark II (model 3409) retails for \$585. (The bracelet has a special double lock clasp which prevents it from opening accidentally if bumped or caught on something.) With the black nylon strap (model 3408) it's \$475. The



The Champagne UDT/Mark II is an elegant, yet durable quartz chronograph whose size will suit men and women.

lar with executives; and the 18 karat gold model (the only 18 karat gold quartz chronograph in production today) is prized by "those who have everything."

By popular demand Chronosport has introduced another version of the UDT,



The UDT/Mark II (right) combines all the features and rugged durability of the UDT (left) in a slightly smaller package.

UDT diver's chronographs range from \$385 (black on strap) to \$9,000 (18 karat gold). See them at your dive store. For a catalog or further information contact Chronosport, Inc., 47 Water Street, Norwalk, Connecticut 06854.

MIAMI

Gateway To Great Adventures





THE NEW MIAMI

Explosion hole, *Orion*

The explosion was deadly, but life giving. I had made the unfortunate error of reaching below deck for a second camera at the precise moment the old ship died. The concussion of 400 pounds of explosives, a half mile away, slammed against our hull. My ears rang. Fire, mixed with steamy, gray, billowing smoke, shot above the freighter. In minutes she would settle to the sand, more than 100 feet beneath the surface of the blue Atlantic.

She was an eerie sight and those of us who first reached her grave were at once thrilled and chilled by the stark, ghostly

appearance of a ship giving up her soul. On this particular day, the water was transparent, almost half of her 200 foot length was visible. Only a few moments earlier she was floating on the surface looking as though on a seaward trek to deliver a cargo. Now, a steady stream of corrosion rushed from the gaping holes in her belly. Trapped air bubbles, constantly expanding on their way to the surface, escaped from every crack as she sighed her last breaths. In an instant she had both died and was reborn. As a new reef, the **Lakeland** belonged to the fish, sport fishermen and divers.

Sunk by design, the *Lakeland* is now a part of what has since grown to be a ghost fleet of over a dozen sizable vessels purposely put down in carefully selected locations. All this was done with a single, two purpose goal; fish replenishment and recreation. Most are in clear sight of the glittery skyline of one of Florida's top tourist cities—Miami.

A city with a tremendous variety of activity, Miami has more to offer than most diving tourists have time or money to sample. It is a conglomeration of intertwined, interconnected communities and you can taste a bit of culture from Ameri-



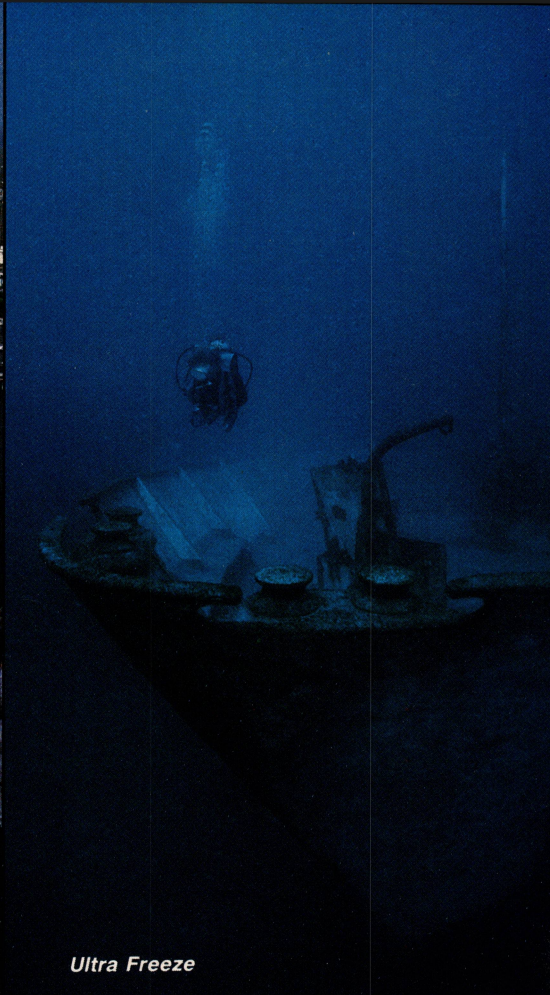
Miami's seaport



Ultra Freeze



SKIN DIVER Magazine Reef



Ultra Freeze



Orion

An Emerging World of Wreck Diving and Reef Adventure



Miami dive boat

TEXT AND PHOTOGRAPHY BY STEVE LUCAS

can to Latin to Caribbean out-island by simply driving a few miles. Miami has a metropolitan flair and casual ambience at the same time. She has class and pride.

Television jingles constantly inspire her citizens. "Miami's for Me!" "Miami, it's my Miami." You hear it, you see it, dozens of times daily. The slogans tout, "Miami, see it like a native!" And you should.

Sitting between the ocean and the Everglades, Miami has tall glass buildings lining her bays and tall palms lining her avenues. She has an ultramodern overhead mass transit system, Metrorail, that speeds residents and tourists from down-

town to chic suburban shopping malls. Miami is a showcase of the Americas, a gateway to the Caribbean or South America: A city where you are as likely to hear Spanish or French Creole as English.

Miami is home to attractions such as Planet Ocean, home of the International Oceanographic Foundation and all sorts of ocean related displays; the Seaquarium, with its whale and dolphin shows; Parrot Jungle; Monkey Jungle; Coral Castle; a planetarium; Fairchild Tropical Gardens; and Vizcaya Palace and Gardens. In the newest attraction, Metrozoo, the animals roam free, un-

fenced, inside deep moats. Visitors stroll through the plains of Africa and Asia or jungles of South America, where herds of hoofed animals run; a family of gorillas minds its young; white tigers bathe in front of an Indian temple; brilliant parrots and macaws fly.

Throughout the Everglades National Park, less than an hour from Miami, walkways lead through the hardwood hammocks and out into the sawgrass to give visitors a safe, natural view. Alligators commonly come to within a few feet of the elevated paths. Deer can be spotted drinking from the many shallow ponds

MIAMI

and strange, exotic birds wade through the shallows in search of small fish and crustaceans.

Excitement for divers is not only found at the public attractions and festivals. From North Miami Beach to Homestead, Miami has a long stretch of living coral reefs fronted by what can only be described as North America's Truk Lagoon. Metro-Dade County has been engaged

for years in the deliberate sinking of derelict vessels in diveable depths. Almost every vision that is conjured by the idea of a freighter or tug sitting upright on the ocean's floor is real just minutes from Miami's skyline.

But wrecks are not the only exciting dive sites near Miami. There are many excellent shallow reefs, most easily reached. These banks are simply an extension of the system that runs the entire length of Florida's island chain. The islands do not stop at Key Largo and neither does the coral. Numerous isolated private cays lie south of Miami between Largo and Key Biscayne. The only notice-

able absence is that of the massive branching corals, such as elkhorn and the bulky mounding corals such as star.

Between Miami and Homestead there are several reefs similar to those found in the middle Keys. **Pacific, Ajax, Long, Triumph, Star, Fowey and Emerald** all begin very shallow. Some support excellent populations of colorful and tasty conch on their grass flats. Lobster are frequently found in depths ranging from 10 to 60 feet. However, before setting out to fill your little yellow catch bag, be aware that some of these more southerly areas are protected as a part of the Biscayne National Monument. Lobstering in

KEY DIVERS

- PADI Training Facility
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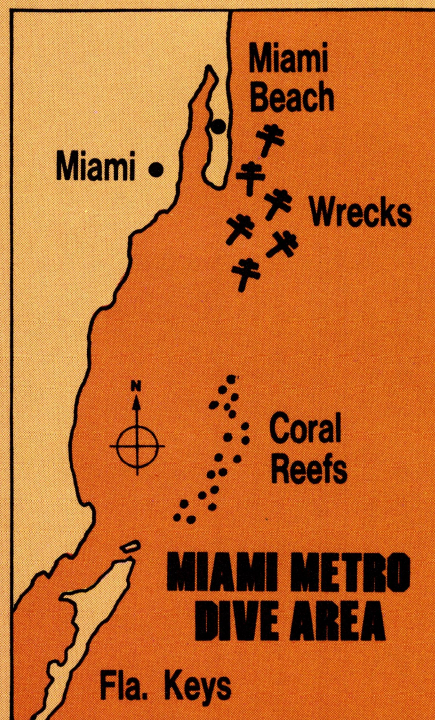
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a federally protected underwater sanctuary can net a hefty fine.

But the big attractions to Miami are not these shallow corals or their inhabitants. They are the nearly intact freighters, tugs and other wrecks that are so common here. Some are already encrusted, others are just beginning to become covered with wavy, deep water gorgonians and spiny oysters.

The **Deep Freeze** and **Almirante**, two of the oldest and deepest wrecks, are almost completely overgrown. When a light is shined on their hulls hues of red, orange and yellow shoot back. Masses of jacks and snapper cruise their decks and inside their empty cargo holds.

One of the most popular and frequently dived wrecks, the tug **Orion** looks as if it were created to be a photographer's vision. Her smoke stack, decks and wheelhouse are totally alive with moving clouds of fish. Inside her engine room the giant diesels that once pushed large ships through nearby ports sit forever silent.

The wreck of the **Biscayne**, just off the key whose name it bears, is probably the

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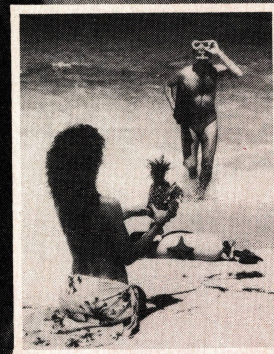
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most dived of any in Miami. One of the shallowest, it is host to a near solid wall of shimmering baitfish. Large barracuda hover above its semi-shallow, flattened deck and soft corals cling to its hull. Along its rim, multi-toned sponges adhere, looking as though they were recently dipped in a conglomeration of melted crayons. Not far away, a small cluster of wrecks, including a steel barge and old shrimp boat, offer a double wreck adventure on a single tank. Another nearby hulk is the yacht **South Seas**. After spending her final years as a floating bar, she sank near her dock. Stubbornly refusing to be refloated, she was finally coaxed to her present site.

Near Fowey, two freighters of approximately the same size and structure, the **Blue Fire** and **Ultra Freeze**, present an opportunity to examine the growth rates of corals and fish populations.

An excellent example of the relationship man can and must have with the ocean, the **Lakeland** and others like her have returned more to the sea than they have taken. They are all now a permanent part of Miami. For those quarter of a million divers that live near these wrecks and reefs, the ad on TV says a great deal. "Miami's for Me!"—and you. 

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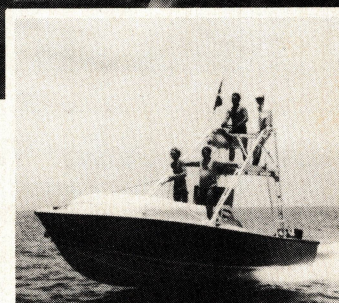
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SECTION



Even at first glance, the Buccaneer Hotel on St. Croix in the U.S. Virgin Islands is a very special resort property. Spread out over 240 acres of lush hillside, rolling gently to a picturesque white sand beach, the Buccaneer has amenities matched by few in the Caribbean. There are three beaches, eight tennis courts and an 18 hole golf course on the premises, as well as 148 luxurious double rooms, restaurants, a shopping arcade, freshwater swimming pool and a beachside watersports concession. The entire property is immaculately landscaped and the accommodations are spread out in clusters throughout the grounds in order to provide privacy and place guests near their areas of primary recreational interest.

Our special interest was the diving and watersports conducted by Caribbean Sea Adventures from the beach, so we chose to stay in an oceanfront room. Guests who might be more interested in tennis might opt for the units on the hillside adjacent to the fine, lighted courts. The magnificent view overlooking the grounds and the ocean, combined with the close convenience to dining and shopping,

ST. CROIX'S BUCCANEER HOTEL

Caribbean Sea Adventures

TEXT AND PHOTOGRAPHY
BY STEPHEN FRINK



might recommend a room in the main complex perched on top of the hill. Whichever room is chosen, there will be a balcony or terrace, air conditioning, telephone and privacy.

The Buccaneer Hotel is just ten miles from the airport and two miles (or a \$2 taxi ride) from Christiansted, the island's largest settlement. This is convenient in that you are isolated from the noise and occasional congestion of Christiansted, yet close enough to enjoy the fine freeport shopping, excellent dining and night life and interesting historical monuments in the city. We found the proximity to Christiansted a bonus, but most of our time was either spent en-

joying the facilities on the hotel grounds or in the water.

Cutlass Cove is a long crescent of palm-lined white sand beach and the watersports center at the Buccaneer. There are boardsailers, sailboats, plenty of beach mats and lounge chairs, volleyball, basketball and a beachside restaurant so that once at Cutlass Cove all services are close at hand. Caribbean Sea Adventures operates a small retail facility on the beach where snorkel gear may be rented and resort courses and full scuba certifications arranged. CSA is also responsible for the fine fleet of boats which call at the Buccaneer pier daily to take divers and snorkelers to St.

travel

Croix's quality underwater world.

Caribbean Sea Adventures operates under the direction of Larry Angus. Over the years it has grown to include 35 employees, 120 scuba tanks, four air compressors, ten boats, countless sets of snorkel gear and a marina. Divers are most likely to be accommodated on the *Deliverance*, a spacious 40 foot custom-built diesel boat which can easily handle up to 23 divers. During our visit, however, the groups were small, from six to eight divers and with two divemasters aboard there was plenty of room and personal attention. In addition, there is a 27 foot Lindsey with a walk-through transom and full dive platform as well as a 22 foot open fisherman with a 200 horsepower outboard for quick trips with small groups. There is even a 37 foot Striker occasionally used for diving, but it usually carries fishermen.

Snorkelers are most apt to be transported aboard one of the CSA sail or motorsail trimarans, with the most frequent destination Buck Island. Administered by the United States Department of the Interior, Buck Island receives over 60,000 visitors annually. The typical CSA Buck Island cruise will involve a leisurely sail to the island from the hotel pier with a first stop at the spectacular sand beach for snorkel lessons or island exploration. A cooler for drinks and box lunches are standard accessories for the day sail.

By early afternoon the boats are moored adjacent to the Underwater Trail. A unique introduction to the joys of snorkeling, this latter includes plaques identifying specific facets of the coral reef along a non-strenuous underwater route. The hard corals, particularly elkhorn and brain corals, are the most spectacular and since the trail is in the lee of the island, the waters are usually calm and clear. Scuba divers may also enjoy Buck Island, although the Underwater Trail is rigorously patrolled to assure that only snorkelers use this portion. Divers may use nearby moorings and swim through a cut in the reef to magnificent coral grottoes. Since I last dove Buck Island in 1980 there had been some damage to the corals as a result of hurricanes, but the effect of people

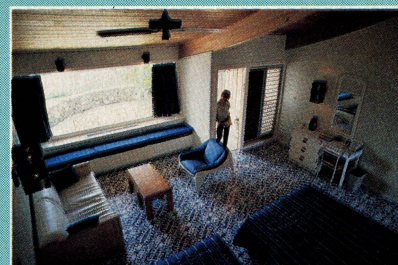


pressure was not discernible to my eye. The Park Service managers and the watersports operators have done a commendable job in keeping a very special marine environment intact.

CSA is able to take divers to more than 50 memorable dive spots along the St. Croix coast. Within the ten dive package there is tremendous diversity. Green Cay Slope is just minutes from the Buccaneer docks and features depths ranging from 40 to 110 feet along a 45 degree slope. Apart from the whole range of Caribbean tropicals, the diver at Green Cay Slope is especially likely to encounter stingrays and giant pufferfish. There seem to be a fair number of spotted moray eels, squirrelfish, angelfish and triggerfish, as well as a healthy sampling of barrel and tube sponges.


The Cane Bay Wall is one of the longer boat trips, but worth it to see the black coral, orange encrusting sponge, tube sponges and variety of pelagics cruising the wall face. Unlike many Caribbean wall dives, the shallow reef at Cane Bay is quite striking. Following a short surface interval, it is possible to dive a fascinating spur and groove coral formation with ample fish life, clear water and high profile coral heads in less than 50 feet of water without ever pulling anchor. Owing to the longer running time, Cane Bay should be reserved for a relatively calm sea condition.

Gentle Winds Reef is shallow, only 30 to 45 feet, but features interesting coral formations with encrusting sponges and respectable populations of fish. The Stacks is also relatively shallow, perhaps 40 to 60 feet and is

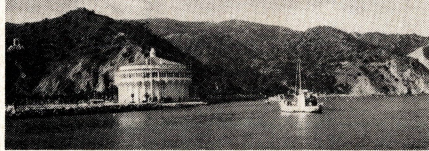


typified by elkhorn, staghorn, pillar, brain and star corals. Long Reef is in a little deeper water, 30 to 80 feet and there is a long ravine, at least 30 feet wide, which cuts through the reef. This provides some very vertical photo backdrops with startlingly vibrant yellow and purple tube sponges. There are numerous other deep reefs, wall dives, medium and shallow reefs to visit during a St. Croix dive vacation, as well as one of the Caribbean's finest night dives, Frederiksted Pier. Larry Angus' Caribbean Sea Adventures will assure the best in diver services.

The Buccaneer Hotel is one of the most luxurious and aesthetically pleasing resort complexes I've had the pleasure to experience in the Caribbean. Because it is in the U.S. Virgin Islands there are significant traveler advantages: the familiar U.S. dollar as the monetary unit, English as the language and no long, tedious lines at U.S. Customs back home. Eastern Airlines offers a variety of flights to St. Croix and features a new fleet of comfortable Boeing 757s. Our flight took us direct from Miami to St. Thomas and then on to St. Croix, a routing I find preferable to changing planes in Puerto Rico as some carriers require.

For further information or reservations contact the Buccaneer Hotel at P.O. Box 218, Christiansted, St. Croix, USVI 00820 or contact the stateside booking agent, Ralph Locke, 315 East 72nd Street, New York City, 10021; phone (212) 586-3070. To contact Caribbean Sea Adventures, write P.O. Box 3015, Christiansted, St. Croix, USVI 00821; telephone (809) 773-5922. 

CATALINA'S U/W PARK



TEXT AND PHOTOGRAPHY
BY MICHAEL W. STEIDLEY

Catalina's underwater park has a tremendous amount to offer both new and experienced divers. There are easy entries off the seawall and no long surface swims. The clear water, with visibility normally about 50 feet but ranging from 30 to 100 feet, lends itself to sightseeing and underwater photography. There is a great deal to see including marine life, wrecks, kelp forests and underwater cliffs and pinnacles. A special convenience is the mobile air station.

One begins this dive trip in either Long Beach or San Pedro, catching a ferry to Santa Catalina Island. After a two hour cruise you arrive in the city of Avalon. As you enter Avalon Bay you see the large white Casino with its red roof on the opposite side of the bay from the ferry docks. The Casino marks Casino Point, the location of the underwater park. This is marked and roped off to keep boat traffic out of the area.

As you slip off the seawall into the cool, clear water, you are almost immediately ten feet deep. The clarity of the water and the abundance of marine life are astounding. The fish commonly seen in the park include garibaldi, calico bass, sheephead, several species of rockfish, blacksmith and the beautiful Catalina goby. Probing into the rock crags in the area of the cliffs and pinnacles you will often uncover a moray eel, a lobster, an octopus or a horn shark. Around June, divers get the special treat of seeing the sleek and graceful leopard sharks which visit the park.

If the vast array of marine life is not enough to keep you busy there are several small wrecks which are interesting and also make excellent photographic subjects or backgrounds. The most interesting is the 60 foot schooner, *Sujack*. The stern lies in 65 feet and the bow in 100 feet of water. Divers often enter the cabin, however, great care should be exercised since the wood has deteriorated. From the outside, the *Sujack* is still quite interesting and the excellent water visibility facilitates U/W photography.

Catalina Divers Supply has made repetitive dives easy for divers with its mobile air station. The air truck is at the point every weekend during the summer although it is not always there during the winter months. If the air truck is not there, Catalina Divers Supply has a small shop on the pleasure pier which lies midway between the ferry dock and Casino Point.

The diving in Catalina's underwater park is fun, easy and exciting.

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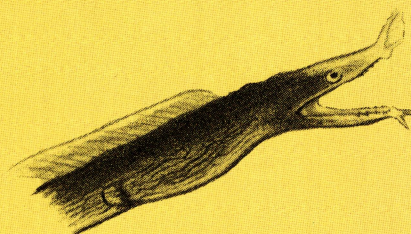
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The Rhino Moray

(*Rhinomuraena ambonensis*)

The moray eels, family Muraenidae, are much maligned, but they are hardly as ferocious as they are made out to be. In fact, they may be rather bashful. Much of their undeserved reputation has to do with the fact that as the eel breathes, its mouth opens and closes regularly to reveal numerous sharp teeth. The eel is actually quite shy and remains hidden in the crevices of the reef by day, venturing out to feed only at night. □ The Muraenidae is included in the order Anguilliformes (the true eels), and members of the family are found in rock and reef areas around the world. The rhino moray, also commonly called blue ribbon eel, is found in the central and western Pacific Ocean. □ "Rhino" comes from the Greek, meaning file or rasp, and refers to the tough skin of the eel, which is leathery and scaleless. The alternate common name, blue ribbon eel, is a more descriptive title, since this is a brightly colored, ribbon-like eel that, because of its unusual coloration, is a popular aquarium fish. The body is bright blue in front, gradually becoming darker to black at the tail. The dorsal fin, snout, lower jaw and gill opening are yellow and the anal fin is black with a white margin. □ Among the most distinctive physical characteristics of the rhino moray, however, are the filamentous append-



ages that extend from the tips of both jaws and the tubes of the nostrils. Those extending from the jaws are barbel-like, while those on the nostrils are like thin foliage. Like all muraenids, the rhino moray has no pectoral or ventral fins and the dorsal and anal fins continue around the extremity of the tail. □ Pre-juvenile morays undergo a pelagic larval period called the leptocephalus stage, when they are transparent, ribbon-like forms that float in the open ocean currents.

As the leptocephali grow, they become proportionately shorter and thicker and their transparent bodies become opaque. When they look more like eels, they drop to the bottom and settle into a crevice in the reef where they grow into recognizable

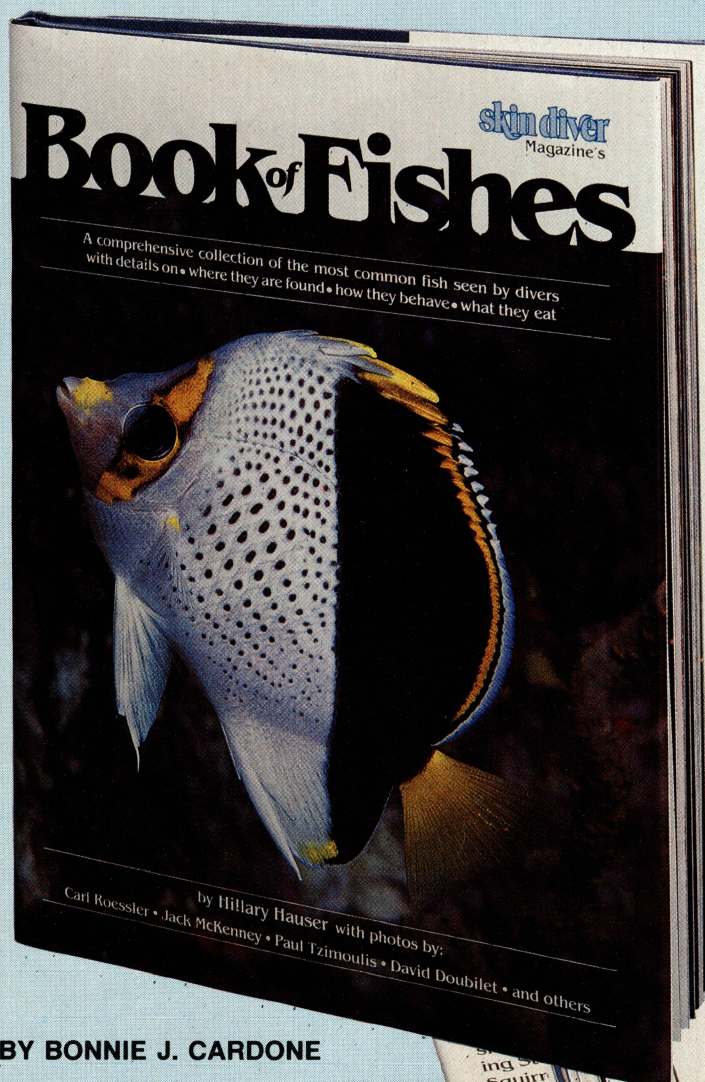
juveniles. The rhino moray grows to about three feet and, like other morays, lives in the crevices of the reef by day. At night it comes out of its hiding place to feed on fishes such as young snappers—and it also eats octopus, shrimps and other crustaceans. □ Moray eels have a long history: The teeth of muraenids have been unearthed in a Pleistocene deposit estimated to be nearly two million years old, and the animals themselves live to a ripe old age. Two individual morays survived in an aquarium at Scripps Institution of Oceanography, La Jolla, for 27 years. ❧

Photo By Carl Roessler - Text By Hillary Hauser

Roessler took the photo in 40 feet of water at Nanja Reef in the Philippines. He used a Nikon F and 55 macro lens in a Niko-Mar housing, a Bauer E252 strobe. Kodachrome 64, at f16, 15 inches from subject.



SKIN DIVER Introduces BOOK OF FISHES



BY BONNIE J. CARDONE

For the past 14 years, SKIN DIVER's photography showcase has been the Fish of the Month series. A list of its 26 contributing photographers reads like a who's who in this underwater specialty. But it's not just another pretty feature—it has an interesting, educational text, written by Hillary Hauser after consultation with experts in the fish world.

Fish of the Month has always been one of our most popular features—and now it's a book. The same beautiful full page, color photographs that appeared in SKIN DIVER now illustrate the *Book of Fishes*. The text has been updated and follows a slightly different format, but it's still Hillary Hauser at her lively, informative best. Technical details as to how and where the photographs were taken are still included for aspiring underwater photographers. New are maps showing the distribution of the various species.

Although there are lots of fish books on the market, the *Book of Fishes* is the only

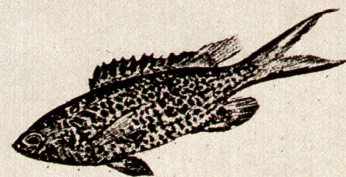
The Chromis

General remarks

The Blue Chromis is the dazzling sapphire of the west Atlantic reefs. Its deep ultramarine blue, rimmed with black, sets it apart from the small fishes with which it swims, including several species of wrasses and the Yellow-edge Chromis (*Chromis multilineata*). Characteristically, the species of *Chromis* will rise above the reef in large schools to feed upon the plankton, while some of the other damselfish species graze along the bottom.


Family, habits and diet

Most species of *Chromis* have elongated bodies and deeply forked tails. The two common species of *Chromis* found in the Caribbean, *C. cyanea* and *C. multilineata*, often swim together and can be separated easily by their colors. Both species appear to feed only on zooplankton, whereas other damselfishes are omnivorous. As the Blue Chromis schools in mid-water, it faces the current to pick up passing plankton from the water mass, primarily copepods, which comprise over 50 percent of its diet. The fish also eats tunicates, shrimp larvae, siphonophores, and fish eggs (Randall). At the first hint of danger the Blue Chromis will instantly vanish into the cracks and crevices of the reef.



124 Family Pomacentridae
Damselfishes

PPC staff photos/Jim Brown

one we've seen that covers the most common fishes divers are likely to see not only in the Caribbean, Atlantic and Pacific but also the Red Sea, the Coral Sea and the Sea of Cortez. 

The Book of Fishes regular edition is \$24.95; the padded gold stamped deluxe edition is \$45. Please add \$2.50 postage and handling. The book is available from Pisces Books, P.O. Box 678, Locust Valley, New York 11560.

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ion is possibly a
ouflage device (Randall
ere is a prominent black
margin that rims the spine
dorsal fin and the lobes of the
tail. Blue Chromis juveniles
look the same as the adults,
which grow to about 5 inches
in length.

range

The Blue Chromis is a common fish and is most abundant on open and patch reefs at depths between 35 and 70 feet. It has been recorded in waters from 10 to 180 feet throughout the Bahamas and Florida, south through the Lesser Antilles (Böhlke & Chaplin).

photo by Carl Roessler
Photo was taken in 30 feet of water off Grand Cayman Island. Roessler used a Grand F camera with a 55mm lens, a B&W Nikon F camera with a 55mm lens, a B&W strobe, and Kodachrome 25 film. Photo was shot at 1/60 second, f/11, 12 inches from subject.

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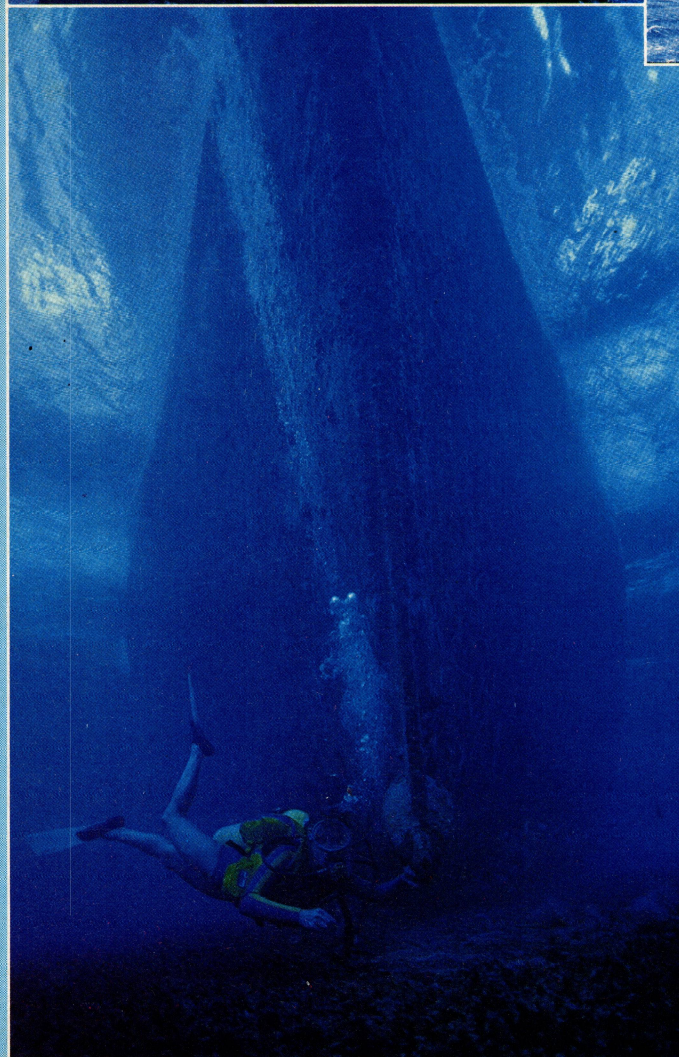
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SPANISH WELLS

Combines 300 year old Bahamian fishing village and new dive resort for unique vacation

TEXT AND PHOTOGRAPHY BY PAUL TZIMOULIS



Spanish Wells is very different. It's a quaint settlement, a 300 year old fishing village on a picturesque island barely a mile long. And, nestled among the fishermen's colorful homes is a small beach resort with a cordial atmosphere and fantastic food.

Combine this tranquil, charming setting with a top-notch dive center and a staff of experienced divemasters and you've got the makings of a splendid scuba vacation. Then, spice the mix with some unique diving experiences and you've got a real winner.

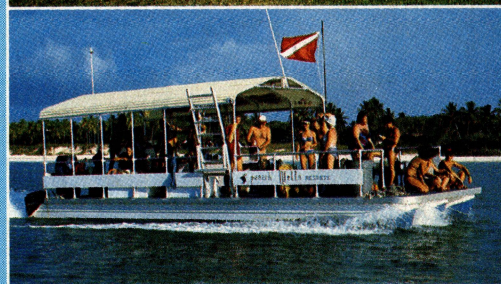
The settlement of Spanish Wells is on the tiny island of St. George's Cay just off the northern tip of the island of Eleuthera. It is 50 miles northeast of Nassau and 200 miles east of Miami.

The name Spanish Wells dates back to the 16th century when the island was used as a source of fresh water for the Spanish fleets visiting the New World. They drove pipes into the ground, drew out the fresh water and loaded it aboard supply ships anchored in the natural harbor. These ships then sailed out to rendezvous with treasure galleons.

When the Spaniards first arrived, the island had another name. It was called Sigatoo by the Arawak Indians inhabiting the area. Unfortunately, these original in-



Opposite page: The 260 foot *Arimora*, known as the Freighter Wreck, sits upright on a coral bar with three-fourths of the hull above the water. Above: A diver drifts through the Current Cut. Right: Aerial view of the Current Cut. Below: A diver feeds a gray angelfish at the Train Wreck. Below right: The Spanish Wells Beach Resort is a small, informal hotel at the water's edge on the north side of Eleuthera. Bottom right: One of Spanish Wells Dive Center's 34 foot flattops.



photos/Gen Murphy

habitants were exterminated by the conquistadors; killed in battles with the Spaniards and from forced labor and diseases introduced by them.

Thirty years after the original pilgrims founded Plymouth colony in Massachusetts, another group of Puritans departed England in search of new land and religious freedom. Joining with friends and family members in Bermuda, this group formed the Company of Eleutherian Adventurers and set sail for the Americas.

The Eleutherians' quest came to an abrupt halt when their sailing ship crashed into the treacherous coral reefs which encircle the northern tip of Eleu-

thera. The group took refuge in a giant limestone cave close to the beach, now known as Preacher's Cave. A short time later, the group moved to Spanish Wells where they took up permanent residence in 1648.

The Spanish Wellsians played a significant role in early American history. They were the first colony to draft a democratic constitution in the western hemisphere. In 1650 the islanders made a large financial gift to the then failing Harvard College, the first university in the New World.

Spanish Wells today is a thriving fishing village in a storybook setting. There are more than 1,200 residents on the is-

land, making their living from lobstering, fishing and farming. They make up one of the most industrious communities in the Bahamas and maintain a very high standard of living while adhering to the virtuous principles of their forefathers.

Reminiscent of Bermuda, Spanish Wells is a picturesque settlement with colorfully painted houses and exceptionally clean streets. Many of the islanders live in 200 year old homes built by their ancestors. On the other hand, visitors will marvel at the number of new cars, motorscooters and TV satellite dishes.

The people of Spanish Wells are very religious and there are five different

SPANISH WELLS

BAHAMAS

churches on the island. The men of the island are tough, hard working fishermen who go to sea for three weeks and return home for ten days at a time. They are considered the finest fishermen in the entire Caribbean.

The main economy of the island is based on lobster fishing. During the season, the fishermen bring in more than one million pounds of lobster tails which are processed in two packing plants on the island. Fishing for grouper, rock fish and snapper supplements the lobster industry. Farming rounds out the industry by providing a rich selection of fresh lettuce, tomatoes, peas, bananas, oranges, avocados, etc.

Spanish Wells is a self sufficient community with an excellent supply of goods and services. Right on the island are two food markets, ten stores, five restaurants and three snack bars. Whether you run out of soap, film or suntan lotion, replacements are easily obtained.

There is excellent telephone service on the island and good overseas connections. Visitors can call the U.S. right from the hotel office, dive shop or bar.

BEACH RESORT

Spanish Wells Beach Resort is a small, informal beach hotel right at the water's edge on the north side of the island. It sits on 150 acres of beautifully landscaped grounds and is fronted by a one and one-half mile pure white sand beach. It is the ideal setting for a scuba resort.

The facility consists of six family style beach cottages and a two story building containing 21 rooms. A small building in the center of this complex contains the dining room, bar, barbecue patio, hotel office and boutique. All of the rooms offer a marvelous view of the ocean and a gently cooling sea breeze. Scattered among the trees lining the beach are comfortable hammocks and lounges for an afternoon snooze.

The cottages are equipped with ceiling fans, screened doors and windows and air conditioning if desired. Each cottage has two double beds and a full kitchen facility. The hotel rooms are equipped with ceiling fans, plus oscillating fans.

Manager Lil Campbell is a lovely, warm hearted lady who is known as "Aunt Lil" to most of her guests. She is an exceptionally considerate lady who is always concerned with the comfort of her guests.

Assistant manager Grover Moberly formerly ran his own resort diving operation at South Ocean Beach Club in Nassau. He fully understands the needs and desires of visiting divers and has many in-

teresting diving tales to tell. Grover is also an expert chef and his kitchen staff turns out a steady stream of absolutely scrumptious meals all week long. It is one of the few hotels where you can order a lobster omelet for breakfast and have prime rib for dinner.

DIVE CENTER

One of the newest additions to the Beach Resort complex is the Spanish Wells Dive Center, a full service professional operation for daily trips, scuba instruction and underwater photo services. Designed by resort planner Dick Bat-chelder, the Dive Center is a separate, but affiliate member of the growing Spanish Wells resort complex.

A dive shop and an underwater photo lab are on the premises of the Beach Resort, adjacent to the hotel's large movie auditorium. A second dive storage locker is dockside, across the street from the Harbor Club, at the dive boat pier.

The Dive Center's inventory consists of two heavy duty air compressors (15 cfm each) and 130 scuba tanks. This resort has both steel and aluminum tanks.

The dive boat fleet consists of four custom built craft, including two 34 foot flat-tops, one 22 foot Aquasport and one 22 foot Mako. The big flattops can carry 20 divers each and are equipped with all of the professional dive boat accessories including freshwater dip tanks, camera equipment tables, extra wide boarding ladders, VHF radios and emergency oxygen. The smaller Aquasport and Mako will carry six divers each and can travel much faster than the bigger boats to more remote dive locations.

The Dive Center is really a top-notch dive operation with very experienced divemasters who have been transplanted from other well known dive resorts. For example, Stuart Cummings, the underwater photo pro, formerly worked as a divemaster and underwater photographer at Rum Cay Dive Club. Clark McCaslin is a well known divemaster and underwater photo instructor who spent many years at San Salvador. Beach Kawulia, the newest addition to the Dive Center trio, is a former commercial diver who has worked on deep sea projects around the world. The three divemasters are all PADI and SSI certified instructors.

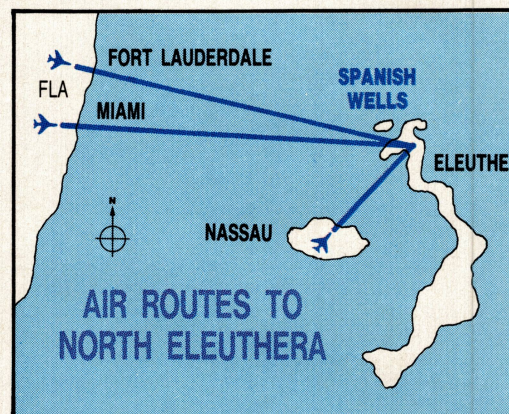
In addition to regular daily dive trips, the Dive Center conducts resort scuba training classes for beginners. These courses last one to two days and include open water coral reef dives under the close supervision of a qualified instructor.

The Dive Center's daily routine con-

sists of 9:30 am departure for a two tank dive. The afternoon departure is at 2:30 pm for a one tank dive. Night dives on Wednesdays depart at 8:00 pm. At least one or two days per week the divemasters organize an all day, three tank trip to some of the more distant reef locations. This trip also departs at 9:30 am.

DIVE SITES

Spanish Wells is ideally situated for diving on both the east and west sides of North Eleuthera. No matter which way the wind is blowing, the divemasters can find calm water on the lee side of almost a



You can fly direct to North Eleuthera from either Ft. Lauderdale or Miami or you can take an inter-island flight from Nassau.

dozen islands which lie just offshore. In addition, Spanish Wells offers several extraordinary diving experiences which cannot be duplicated anywhere else in the Bahamas.

CURRENT CUT AREA

Current Cut is a spectacular drift dive and possibly the wildest scuba experience in the Bahamas. The cut is a narrow pass between the tip of North Eleuthera and nearby Current Island. This passage is perhaps 200 feet wide, a quarter mile long and has an average depth of 30 feet. It is through this that millions of gallons of ocean must pass with the tidal flow. At peak tide, the water rushes through the cut at an estimated 7-10 knots.

Divers enjoy the ride of a lifetime drifting through the cut with the tide. Seven knots may not sound like much, but the drift feels like you are zipping across the bottom at 70 mph with facemask or fins barely inches from the coral. The experience can be described as a combination sky dive and roller coaster ride.

The bottom of the channel is sculptured with dozens of giant size potholes which have been carved out of the coral rock by the swiftly flowing water. Some of these are 10 to 30 feet in diameter and reach a depth of 50 feet. As divers flow with the tide, they are carried in and out of these potholes, swirling with the current.

Yet, the exhilaration of the swift moving drift dive is only half of the experience. The mind boggling array of concentrated fish life is almost more than one can imagine. It seems as though every fish in the Bahamas has decided to take up residence in the Current Cut.

Your first impression is that the cut has at least two groupers behind every rock and in every pothole. Just about the time you start counting groupers, a huge school of horse-eye jacks sweeps by and obscures your view of the bottom. As you turn to look behind, you suddenly discover a large barracuda has been drifting the

gether and immediately descends to the bottom. Each diver carefully notes the beginning time of his/her dive and remains underwater precisely ten minutes. Everyone sticks together in a tight formation, descending and ascending together. Meanwhile, the dive boat has proceeded to the pickup area.

A total of three drift dives are made in the cut. The first is a pass along the left side of the channel, the second is straight down the middle and the third is a pass along the opposite side. Most divers can make all three drift dives on a single tank.

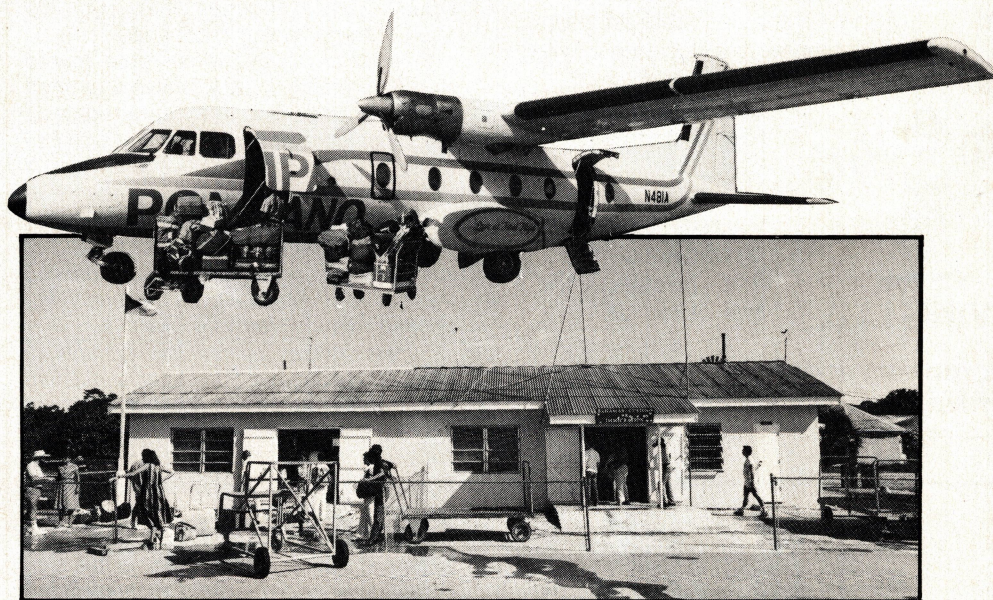
About one mile west of Current Cut is

drop-off. This is a deep dive reserved for experts, as the top of the wall begins at 70 feet and goes vertical at 110 feet.

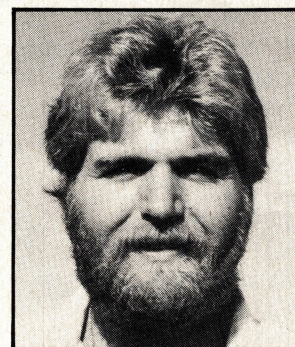
FREIGHTER WRECK AREA

Still another spectacular dive, which can only be described as exceptionally unique, is the **Freighter Wreck** which lies a mile south of the outer tip of Egg Island. This is a 260 foot steel freighter, sitting upright on a coral bar, with three quarters of the hull above water.

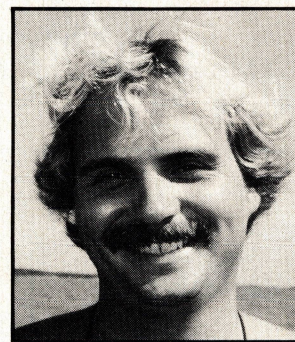
The ship's name is the *Arimora*. She was registered in Beirut, Lebanon and you can still read the lettering on her hull.



Top: You can fly direct to North Eleuthera from either Ft. Lauderdale or Miami via Pompano Airways on Cessna 402s or 26 passenger Nords (as shown here). **Above:** The airport at North Eleuthera offers the convenience of a customs and immigration station.



Grover Moberly



Stuart Cummings

cut right along with you. Your next encounter may be a small school of spadefish, but this sight is soon forgotten as you encounter the large and graceful eagle rays cruising the channel. In the center of the cut, you encounter a large pothole occupied by three or four small sharks, very possibly gray reef sharks or dusksies. Along the way you may also spot a hole filled with lobsters, several moray eels and queen triggerfish.

This entire visual experience takes place in ten minutes and you see more marine life on one dive than you might on a dozen wall dives.

The divemasters at Spanish Wells have organized the Current Cut dive very carefully and it is one of the safest drift dives I have experienced in a long time. Guests are given a thorough orientation prior to the dive and then are divided into small groups of six or less. Each group is escorted by an experienced divemaster.

The drift dive group makes its entry to

Current Rock, a small islet marked by a navigation light. Just 200 yards south of the rock is a lush coral reef known as **The Gardens**. This site offers crystal clear blue water with a visibility of over 100 feet. Depths range from 20 to 30 feet, with some of the larger coral heads rising to within 10 feet of the surface.

The bottom is a solid carpet of hard corals, with an occasional sand patch or small valley. The corals are festooned with tall swaying seaweeds, elegant sea plumes and many lovely sea fans. Each coral head is loaded with Christmas tree worms, lavender featherdusters, banded coral shrimp and other macro critters.

The divemasters have set up a fish feeding station and have already attracted a large community of eager sergeant majors, yellowtail snapper, coney, small grouper and other coral reef varieties. It is an ideal spot for using a 28 mm lens or close-up kit for fish portraits.

Not far from The Gardens, there is a

The great ship was carrying a cargo of fertilizer. Phosphate still leaks from cracks in the hull and can be seen underwater. The ship was wrecked in 1971. Apparently she caught fire at sea and was deliberately run aground in hopes of saving the hull. All 15 crew members got off the wreck safely, but the ship was never successfully refloated.

Dive boats can pull right alongside the towering hull and anchor a few feet from the ship. There is always a lee side in which to anchor and diving depths average 25 feet.

What makes the Freighter Wreck so unique is the incredible array of macro life that lives in its shadow. There are literally hundreds of different critters waiting to be discovered and photographed. For example, I photographed eight different species of shrimp including: banded coral, scarlet ladies, blue cleaner, golden, pistol, yucatanus and mantis.

The bottom around the wreck is littered

Susie Powell



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SPANISH WELLS

with pieces of steel plate, deck rigging, a winch, pieces of chain and pipe and other debris. Each item makes a perfect nesting place for anemones, arrowcrabs, flame scallops, sea urchins, lettuce slugs and other tiny creatures. There must be 50 different species of crabs, many of which I'd never seen before.

Growing on the starboard side of the hull, both at the bow and stern, is an unusual form of alcyonarian which has bright orange/yellow stalks and pure white flowering polyps. There are also many types of small sponges, leafy hydroids and other interesting marine life.

In addition to the remarkable macro life, the Freighter Wreck is also a beacon for all types of fish. They congregate in great numbers and often exhibit odd behavior. For example, the Freighter Wreck is the only place where I've witnessed 20 to 30 schooling gray angelfish. Another odd sight is the vast number of small yellow stingrays which congregate around the hull. I counted over 60 in one dive, spaced two to three feet apart.

Tucked under the hull are schools of grunt, small snapper, blackbar soldierfish and copper sweepers. Further out from the hull divers will see grazing parrotfish including: blue, midnight and green. There is one orange parrot which must weigh 60 pounds.

Among the larger fish, the wreck plays host to a 150 pound jewfish, a five foot nurse shark and a six foot long southern stingray. The divemasters have tamed a black and white spotted moray which lives in a crevice near the winch. A five foot barracuda cruises close to the surface and curiously follows divers at a respectable distance.

Less than a mile from the Freighter Wreck, there is a lovely dive site known as **Lighthouse Reef**. It lies off the western tip of Egg Island and is marked by a navigation light.

This site is coral reef with depths ranging from 40 to 60 feet. The area has a white sand bottom with coral heads 20 feet or more high. These are covered with stony corals, seaweeds, seafans and small sponges. It is an excellent location for both macro and fish photography.

The tops of the coral heads are loaded with Christmas tree worms, arrowcrabs, purple featherdusters and even a few of the small blood red sponges. Along the sides of the coral heads and in the crevices, divers will find banded coral shrimp, blue cleaner shrimp, small anemones and an occasional lobster.

As for fish life, the coral heads are inhabited by extremely friendly gray angelfish which will take food from your hand. There are also several small barracuda who love to follow divers. Occasionally, a

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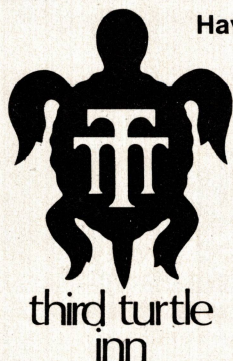


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SPANISH WELLS

loggerhead turtle can be found tucked up against the reef. Underwater visibility in this area can range from 70 to 100 feet. Lighthouse Reef is often combined with a trip to the Freighter Wreck and is usually the first dive of the day.

Meek's Patch is perhaps the most extraordinary shallow reef dive in the Bahamas. This site is on the south side of Meek's Island, close to shore and in protected waters. Diving depths range from 5 to 10 feet. The bottom has a marvelous selection of lush gorgonians, small coral heads and tall seawhips.

What makes Meek's Patch so unusual is the abundance of macro critters and small fish life. The area is a breeding ground for Christmas tree worms. It is not unusual to find four or five on a single coral head—each a different color. Some of the Christmas trees at this site have rare color combinations not found on any other reef.

In addition to the remarkable abundance of Christmas tree worms, Meek's Patch offers a large selection of other macro creatures such as featherdusters, banded coral shrimp, anemone shrimp, flame scallops, arrowcrabs, flamingo tongue shells and miniature filefish.

The other major attraction of Meek's Patch is the unique fish life. Many are in their juvenile stage of development. The reef is loaded with teenage angelfish, which bear vertical stripes. There are many small pufferfish, trunkfish, cowfish and trumpetfish as well. This site also has flying gurnards and lizardfish.

Meek's Patch is an ideal location for fish photography since most of the inhabitants are quite tame and the shallow depth affords time for stalking subjects.

Underwater visibility ranges from 30 to 80 feet. Divers are cautioned to wear full wetsuits or protective clothing at this site because of the abundance of fire coral.

TRAIN WRECK AREA

The **Train Wreck** is perhaps the strangest wreck in all of the Bahamas. Who would ever expect to find the wreckage of a steel locomotive on a coral reef in the middle of the ocean?

The wreck lies on Devil's Backbone, a stretch of coral barrier reef which runs parallel to the coast of North Eleuthera. It is a half mile from shore and approximately five miles east of Spanish Wells.

The wreckage consists of three sets of solid steel locomotive wheels and axles, plus three wheel carriages. The heavy steel remnants lie in a sand/gravel bowl, 60 feet in diameter and 15 feet deep. The bowl is surrounded by tall coral ridges which rise almost to the surface. Underwater visibility runs 30 to 60 feet and the water usually has a green cast.

The Train Wreck appears to be a 4-6-0 type steam engine built by Baldwin Locomotive of Philadelphia in 1860 or so. It was on a barge being shipped from the U.S. to Cuba or Central America when it wrecked on the reef. The wheels are four feet in diameter and narrow gauge.

In addition to the oddity of wreckage, the Train Wreck is also a major fish feeding station and the divemasters have done a splendid job of taming a unique collection of "pets." Descending divers are immediately greeted by a very enthusiastic gray angelfish and a nervous flurry of yellow wrasse. The appearance of food (chopped conch) brings out a large red hind, a shy Nassau grouper and an extremely attentive coney. This congregation is soon joined by a beautiful queen triggerfish and a jolthead porgy. This interesting collection of animals seems content to dine together while underwater photographers busily take pictures.

A mile west of the Train Wreck is an excellent medium depth coral reef known as **White Holes**. It is marked by a large white sand patch which can be seen from the surface. Diving depths range from 40 to 50 feet and the bottom profile consists of lush coral heads which rise 10 to 15 feet from the sand floor. This spot is ideal for wide angle photography, as the coral heads present a number of interesting formations, overhangs and coral channels. There is also quite a bit of large fish activity at this site, including tiger groupers, barracuda, large angelfish and a school of horse-eye jacks.

Closer to shore, near Ban Bay Beach, is another interesting site known as **The Caves**. This reef consists of massive coral heads which rise up from the sand bottom 20 to 25 feet, coming very close to the surface. The coral heads are honeycombed with small caves, tunnels and larger caverns. You can spend the entire dive exploring this labyrinth, swimming from room to room in the cave complex. Most of the cave areas are well lit by natural sunlight which streams through a multitude of cracks and crevices.

For the underwater photographer, The Caves provides another opportunity for unusual macro pictures. The sides of the coral heads are loaded with featherdusters, banded coral shrimp and blue tip anemones. There is an abundance of a fairly rare anemone which is shamrock green in color. The reef is also inhabited by two types of lettuce slugs—a pale green variety and an iridescent blue type. Underwater visibility can range from 30 to 100 feet, depending on the tides.

TOPSIDE ACTIVITIES

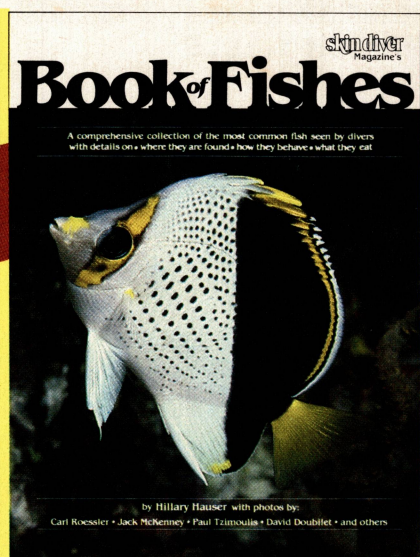
Spanish Wells is not limited to diving and good food. There are many things to do on off hours when the diving is finished. Most guests enjoy an afternoon of sightseeing and touring around the fishing village itself. The highlight is a visit to the lobster processing plant.

From *skin diver* magazine's Fish of the Month column



**The Perfect Gift
Even for Yourself!**

Book of Fishes
by Hillary Hauser
with Foreword by G. Carleton Ray
and photos by the world's leading
underwater photographers
Large format—8½ x 11 inches
full color throughout, 192 pages



Three books in one:

- informative guide on the life habits of the fish most commonly seen by divers and snorkelers
- beautiful coffee table book of photographs by the world's leading underwater photographers
- an instructive text on underwater photo techniques

For more than ten years the most popular column in *Skin Diver* magazine has been its beautifully illustrated and highly informative Fish of the Month Series. Now the best photographs from that exciting series have been brought together under one cover in *Skin Diver* magazine's *Book of Fishes*. With the exquisite photos is a newly revised and updated text by the author of the original column, Hillary Hauser.

The text, based on the most recent scientific research, tells how the different fishes behave, where they are found, what they eat, and more intimate details about their life cycles. Organized so that all the fish of a particular family are grouped together, the book becomes an excellent identification guide illustrated with photographs that are among the best ever taken of marine life in their natural habitat.

The photographs

The world's leading underwater photographers have been contributing to the Fish of the Month column. Carl Roessler, Paul Tzimoulis, Jack McKenney, David Doubilet, and Chris Newbert are some of the important photographers whose pictures are included.

Technical details on how the pictures were made accompany the photographs. The film, equipment and exposure used are all given. For amateur underwater photographers this information alone is worth the price of the book because it is in effect the logged notes of the leading professionals.

The drawings and maps

Detailed drawings accompany each of the photographs. These show juvenile stages and alternate forms which are sometimes strikingly different. These drawings, plus maps to show the areas in which the various fish are found, make the *Book of Fishes* one of the most useful and informative books for divers recently published.

Deluxe Edition

For a personal library or as a gift, a deluxe edition of the book is available in a gold-stamped padded binding.

Price: \$45

Partial listing of the fish families represented:

Tarpons • Lizardfishes • Moray Eels • Trumpetfishes • Seahorses • Batfishes • Squirrelfishes and Soldierfishes • Barracudas • Scorpionfishes and Rockfishes • Groupers and Sea Basses • Soapfishes • Basslets • Bigeyes • Cardinalfishes • Jacks and Pompanos • Snappers • Grunts • Croakers and Drums • Goatfishes • Spadefishes • Left-eye Flounders • Jawfishes • Flying Gurnards • Angel-fishes • Butterflyfishes • Damselfishes • Hawkfishes • Wrasses • Parrotfishes • Blennies • Prickle-backs • Gobies • Surgeonfishes • Moorish Idols • Triggerfishes • Filefishes • Trunkfishes • Puffers • Porcupinefishes • Molas



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SPANISH WELLS

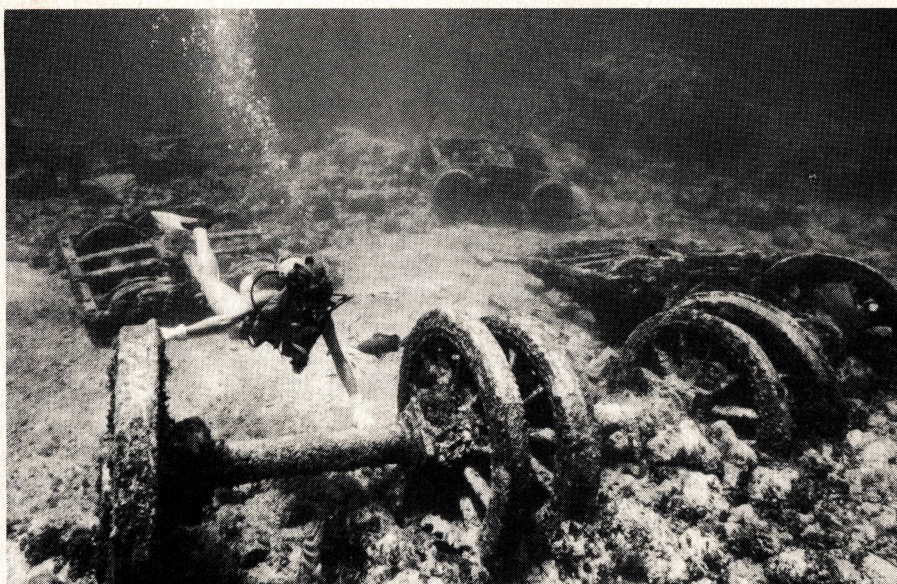
Midweek there is usually a beach picnic and barbecue at Ban Bay, a lovely, uninhabited beach close to the beginning of Devil's Backbone. Another interesting field trip is a visit to historical Preacher's Cave, where the first settlers took refuge after being shipwrecked.

GETTING THERE

Arranging a trip to Spanish Wells is fairly easy. Hotel diving and flight arrangements can be made through AT Reef Ventures, 280 S.W. 34th Street, Ft. Lauderdale, FL 33315. The U.S. toll free number is (800) 327-7333; in Florida and Canada call (305) 524-0106.

You can fly direct to North Eleuthera from either Ft. Lauderdale or Miami via Pompano Airways. This airline operates both nine passenger Cessna 402s or 26 passenger Nord's. Both aircraft are turbo-prop powered and offer extremely comfortable seating. The flight takes one hour and 20 minutes and roundtrip airfare is approximately \$170. You can also reach North Eleuthera by flying to Nassau and connecting with an inter-island flight.

From North Eleuthera airport you take a taxi to Gene's Bay, the ferryboat landing at the northern tip of Eleuthera. The



A diver explores the wheels and axles of the Train Wreck off North Eleuthera.

ride takes about 30 minutes and the fare is \$24.

At Gene's Bay, you board the Crambone water taxi for a short ride to Spanish Wells. The trip takes less than 10 minutes and costs \$3 per person.

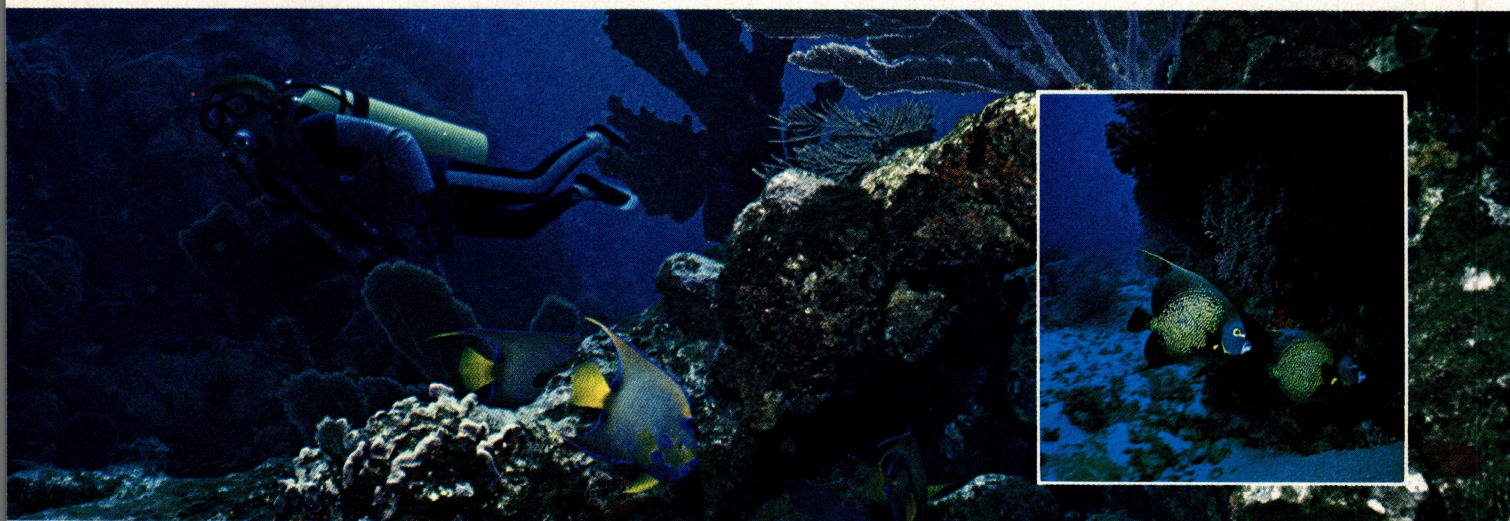
Upon your arrival at the Spanish Wells pier, the hotel bus will be waiting to whisk you off to the Beach Resort. This is another two minute ride. The hotel will

know about your arrival because both the taxi and the ferryboat are in constant CB radio communication with the hotel.

Getting to Spanish Wells sounds a lot more difficult than it really is. If you depart on the 8:00 am Pompano Airways flight from Ft. Lauderdale, you can be checked into your hotel room by 11:00 am, with plenty of time for lunch and an afternoon dive.

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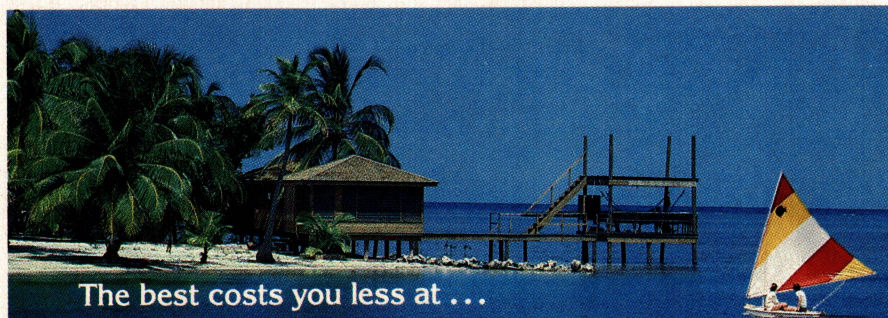
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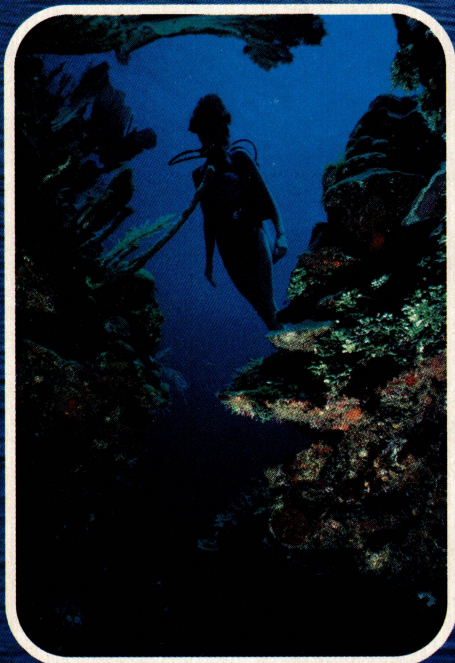
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PAPUA NEW GUINEA

To meet the growing demand from skin divers in search of the extraordinary, Air Niugini, Papua New Guinea's national carrier, has designed special Sea Safaris that will put Americans into some of that country's richest dive locations with ease. Sea Safaris gives divers a sample of land and sea. One example is the 11 night Madang/Rabaul Safari. It includes four nights in Madang and seven in Rabaul, allowing for nine days of diving. It includes resort accommodations, all meals and two tanks per day. 🌿

CAYMAN NIGHT

Martin J. Sutton, owner of Fisheye Photographic Services on Grand Cayman, will tour dive shops in the United States presenting a Cayman Night. The evenings will show interested divers why Cayman is considered the number one dive destination in the Caribbean. Island music, rum punch and piña colada, exotic snacks, numerous slide presentations and a talk by Sutton will get everyone into the island mood.

Working with dive shops in Florida, Louisiana, Georgia, Texas, California, Chicago, Indiana and New York, the Cayman Nights presentations will extend through the winter. 🌿

HONDURAS DIVE ASSOCIATION

In order to promote the unique features of the remote Bay Islands off Honduras, local resort owners are forming the Bay Island Dive Resort Association. Through collective advertising efforts, the group will promote the area and provide travel packages. They plan to work closely with SAHSA Airlines to provide resort guests with the best travel arrangements.

Charter members of the new Bay Islands group include the CoCo View, Roatan Lodge and Anthony's Key Resort on Roatan; Plantation Beach Resort on Cayos Cochinos; and Guanaja's Bayman Bay Club. The resorts cater to seasoned divers as well as vacationers who merely want to get away from it all. 🌿

U/W MUSIC VIDEO

Dan Walsh recently assisted in the placement of a convertible model "bathtub" Porsche underwater at Santa Catalina Island, CA for a music video. He was also filmed wearing a canary yellow wetsuit, observing the submerged car, as part of the video's underwater action.

The underwater segment for the video, *Strange Frontiers*, was recorded by Marty Snyderman. It will be released soon on MTV. The soundtrack features the singing of Roger Taylor, drummer for the group Queen. 🌿

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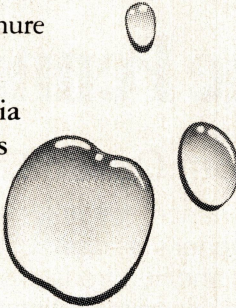
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TIARA BEACH HOTEL

The Tiara Beach Hotel—formerly the Brac Reef Hotel—on Cayman Brac in the Cayman Islands, has undergone a complete facelift, with tiling replacing carpets in the 30 repainted double rooms, ceiling fans installed and air conditioning upgraded. The lobby area and spacious dining rooms have been decorated with island matting, the swimming pool has been rebuilt and a small beach bar added at the end of the pier. The property is managed by Jean and Cliff Quimby. ✽

ROATAN READY

Recent publicity regarding political tensions in Central America could mean real savings for American divers yearning to visit the unspoiled reefs of the Bay Islands. Though Roatan is a long way from the troubled borders of Nicaragua and El Salvador, well-known dive destinations such as Anthony's Key Resort report business has been affected. They are responding by lowering their rates. In addition, divers can avoid crowds and expect even more personal service. ✽

SEA DWELLERS BOAT

Sea Dwellers Sports Center, one of the oldest established dive operations in the Florida Keys, has purchased a new boat, the 50 foot *Sea Dweller III*, formerly the *Photo Diver III*. She is berthed at the Key Largo Holiday Inn docks, directly across the street from the dive shop. ✽

IMPOSSIBLE DREAM

On June 6, while being piloted by the vessel's second in command, the *Impossible Dream* hit the light tower marking the Northwest Channel between Chub Cay and Bimini. Although the *Dream* sank as a result of the collision, no one was hurt in the incident.

At this writing it is undecided whether the *Dream* can be repaired and put into service again (it's currently in a boatyard). However, the vessel's owner, Dan Wagner, intends to put another boat into dive charter service if the *Dream* cannot be repaired. ✽

SOUTH COVE

Owing to popular demand, Peter Hughes Dive Operations at South Cove on Grand Cayman Island is offering Mates Month—two for one, eight nights/seven days—for the first two weeks of December. ✽

SEE & SEA MIDWEST REP

See and Sea Travel of San Francisco has appointed Steve Botes as sales representative in the Midwest. Botes, a software analyst, is an avid photographer and was diver of the year at the Naperville Scuba Club. He will be active in marketing See & Sea's diving adventures to dive stores, clubs and individuals from his home base of La Grange, Illinois. ✽

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CRUISE 'N DIVE

Susan and Dick Kleva, owners of Aqua-Fun-Safari are offering a promotion to celebrate the return of their cruise ship program, Cruise 'N Dive. Effective immediately a complimentary one tank dive will be offered to all certified divers who book their Cruise 'N Dive vacation package through Aqua-Fun-Safari. Non-certified divers can choose between a free resort course or free snorkeling at designated dive locations.

Through the Paquet, Chandris and Fantasy Cruise Lines the Aqua-Fun-Safari "fleet" covers the entire Caribbean with a variety of two, five, seven, ten and 11 day cruises.

PADI and NAUI instructors are aboard each ship to make reservations with local dive operators, brief divers and supervise the snorkeling programs.

All packages are sold on-board and are available in most ports-of-call. The three Safari Adventures programs include all appropriate equipment, supervision and transportation to the dive site. Non-certified divers receive instruction which features a shallow reef dive while snorkeling adventures can expect a marine life tour, certificate of participation and fish identification card. 🐠

SEA SAFARIS/HERON ISLAND

Sea Safaris Travel, Incorporated has Fly-Dive programs coinciding with Reef Week (November 17-24) on Australia's Heron Island.

For further information or reservations write or call Sea Safaris Travel, Inc., in Manhattan Beach, CA. 🐠

CASA MARINA PACKAGE

A vacation package for certified scuba divers and snorkelers, featuring four dives on Key West's coral reefs, is being offered by Marriott's Casa Marina Resort through December 13. The three day/two night package also includes dive gear (tanks, air and weightbelts), roundtrip transfers between the resort and the dive boat at Garrison Bight, complete breakfast each morning at Henry's Restaurant at the Casa, welcome cocktail and use of the resort's tennis courts, health club and chaise lounges at the beach and pool.

The dive trips, aboard a 40 foot boat, are to reefs up to seven miles offshore in depths of about 35 feet. Night and wreck dives are available at an additional cost.

The 251 room oceanfront resort offers guests other water-oriented activities through the on-site watersports center. These include water skiing, Hobie Cat, Sunfish and sailboard rentals and crewed sailing and fishing excursions. Bicycle and moped rentals are also available.

In addition to Henry's full-service restaurant, the Casa has the beachfront Sun Sun Pavilion serving light meals and beverages. Evenings, there's live entertainment and dancing in the Calabash Lounge. 🐠

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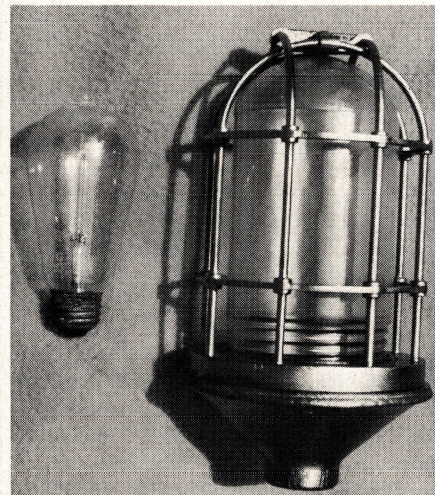
THE USS SAN DIEGO

TEXT AND PHOTOGRAPHY
BY GARY GENTILE

In the early days of the Great War marauding U-boats were sent to American shores by the German high command to sink vessels, disrupt shipping and demoralize the citizenry. All three aims can be said to have been met.

During the six months' activity nearly 100 vessels were sunk by gunfire, explosives and torpedoes, often within scant miles of territorial waters. One bold U-boat even lobbed shells onto New England beaches. Everything from wooden sailing schooners to steel hulled tankers and freighters to fishing smacks were sent to the bottom, along with their cargoes—and sometimes with their sailors.

The U.S. Navy slowly—some say ponderously—organized itself for a new offensive against the dreaded underwater juggernauts. Yet, after the reign of terror was over, every U-boat that had attacked American shipping had escaped across the Atlantic unscathed. In addition to the dismay this caused, they had left as calling cards pronged steel balls that would pop up for weeks and months afterwards—mines!



The USS *San Diego* was on a routine coastal mission from the Portsmouth Navy Yard in New Hampshire, where she had undergone cleaning and repairs, to the port of New York. According to Mercantile Convoy instructions the armored cruiser was following a zigzag pattern in order to befuddle submarine commanders and their target bearing transmitters. On this day special precautions were not enough to save the *San Diego*. While her captain successfully avoided nasty German torpedoes his ship had the great misfortune to run straight into a mine left by the U-156 a month earlier.

NEW!

Rondine Light

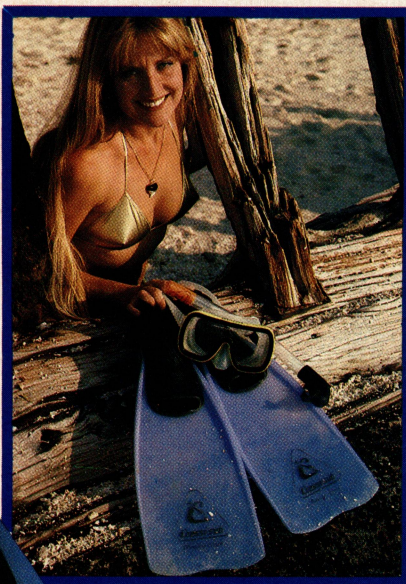
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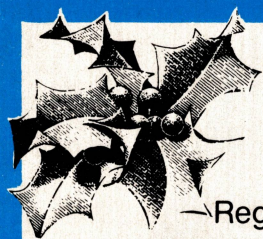
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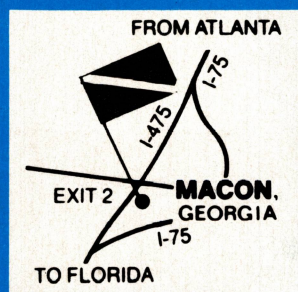


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USS SAN DIEGO

At 11:05 am alarms were sounded in the port engine room where water was gushing into a hole so fast the warship tilted quickly to a ten degree list, from which she never returned. Three men died in that first instant—almost the only casualties on a vessel carrying more than 1,100 officers and men.

On the bridge, Captain H.H. Christie ordered watertight bulkheads sealed and guns rolled out. The four, eight inch guns, in two turrets fore and aft, were useless for close range fighting. But the six inch and three inch guns were fired at any suspicious targets. There were several reports of periscopes and a dazzling array of gun flashes lit up the overcast sky as these phantoms were transfixed with shells. By that time, however, the U-156 was over 1,000 miles away.

There was no panic aboard as the ship continued to roll. But men were forced to abandon their posts below decks as water poured in and dampened the coal fires. Within ten minutes water was lapping at the lower gunports and Captain Christie gave the order to abandon ship.

Boats were launched despite the loss of electrical power, rafts were set free, life rings were tossed overboard and everything that floated dropped from the crazily tilting deck. Over 1,000 men soon littered the sea, the lucky ones in boats, the unlucky ones adrift in life jackets. During this almost leisurely disembarkation three more men died: Two drowned after being knocked unconscious, one by a falling lifeboat and one by a collapsing funnel; and one lookout was trapped inside the mast. Only the captain was left on board.

Captain Christie walked down from the bridge on stairs that were practically horizontal. When he got to the main deck the railing was over his head. He vaulted up the 45 degree slant, climbed over the railing onto the still dripping hull and walked along the freshly cleaned bottom as the ship turned under him, much as a log roller balances on a log. When he reached the bilge keel he surveyed his sinking ship to make sure he was the last to leave. Saluting his command, he jumped into the water without a life jacket and swam away.

Hundreds of enlisted men, floating aimlessly in the warm water, cheered their captain as he was picked up by a motorized wherry and dragged to safety. At 11:25, a scant 20 minutes after its initial contact with the German infernal device, the 500 foot long cruiser capsized and sank in 18 fathoms of water. Hundreds of voices pealed out the National Anthem as the *San Diego* sank.

Merchant ships were called in to pick up the men, and by three o'clock that afternoon they had all been rescued. By six o'clock hydroplanes and sub chasers



were cruising the area dropping depth charges on suspected targets. Some of these were placed right where escaping air seemed to signal the presence of a submarine—but it was the *San Diego*, which now suffered the ignominy of being further damaged by her own forces.

The next day the Navy sent divers to the wreck site to ascertain whether it was possible to salvage the *San Diego*. They found the ship bottom up, resting on the superstructure and smoke stacks, and

with the keel at the bow only 36 feet below the surface.

A week later two divers from the Marritt and Chapman Derrick and Wrecking Company were hired to do a more extensive survey. By this time the bridgeworks had collapsed and the tops of the turrets were touching the sand. On the hull thousands of rivets had been shaken loose and seams were torn apart so the ship was no longer watertight. Some of the guns had slipped out of their mounts; oth-

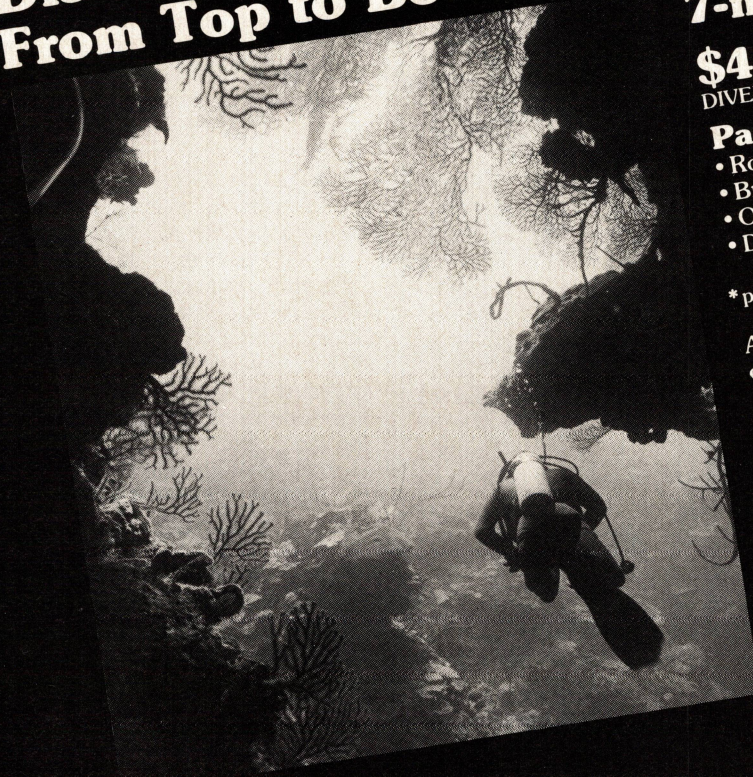
ers had disappeared altogether. There was a gaping hole in the engine room. And to make matters worse, there were live depth charges all over the ocean—even on the hull alongside the starboard boiler room—making it dangerous.

When the divers reported this extensive damage the Navy decided to abandon the idea of salvage. The ship was just too old. She had been built in an era when marine construction was suffering the doldrums of peace time progress. Now, after the vicissitudes of advanced designs resulting from the war, the *San Diego* was hopelessly outdated. At 15 knots she was too slow; her eight inch guns were greatly outclassed; her six inch armament, too light.

Launched in 1904, and commissioned in 1907 as the USS *California*, she had been smart enough to sail around the world during the time of Teddy Roosevelt and his Great White Fleet, and to serve as a flagship with plush admiral's quarters. When her name was passed on to a new class of battleship in 1914, and the ACR-6 became the *San Diego*, it was the first hint she was no longer capable of maintaining her previous status. Despite an extensive refit, she was no match for the giant battleships of the German navy.

The *San Diego* was officially struck from the Naval Vessel Register in August, with no further action forthcoming. Even her guns were considered not worth sal-

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USS SAN DIEGO

vaging. So a vast supply of equipment, stores, munitions and the personal effects of over 1,000 men were consigned to the sea to be forgotten. A museum was in the making.

But, this was not a very suitable place to store antiques. Almost immediately the ship began settling. When divers were sent to her grave site several months later—to determine whether or not she served as an obstruction to navigation, and must therefore be blown apart—they found she had settled even deeper in the sand. The superstructure on which the hull was resting was not designed to withstand the massive weight of the 13,900 ton ship. It was slowly being crushed. And, as currents whipped around the wreck, washouts were causing it to sink deeper, much like one's feet sink into the sand while standing in the surf. The Navy elected to let nature take its course.

Three years went by, during which time the only significant occurrence to the wreck was the removal of its navigational hazard buoy. Then, in 1921, the Navy received a letter from the Saliger Ship Salvage Corporation, asking permission to try a new cradling system for salvaging the entire hull intact.

Despite the obvious value of the San Diego (3,000 tons of coal on board at the time of sinking, \$225,000 worth of munitions, \$30,000 worth of clothing and \$6,000 ships' stores from the canteen—an astute paymaster had gotten most of the cash off board—the Navy had no objection. The worth of the hull itself was measured in terms of scrap iron. With a minimum of red tape permission was granted, the only condition being that no expense or liability be incurred by the government.

The Saliger Corporation never went through with its plans. The *San Diego* was forgotten for 36 years.

In 1957, with very little fanfare, salvage rights were sold again, this time to Maxter Metals for the sum of \$1,221. What their purpose may have been is lost in time. A recent query sent to the company was returned with a brief commentary: They have long since relinquished their claim, and there is no one now in the company who knows or remembers anything about it. It can be presumed, however, that they intended to blow up the wreck and salvage the hull plates for their scrap value.

Before the slow process of salvage was undertaken by Maxter Metals, the *San Diego* was brought to the public eye along with the formation of the American Littoral Society in 1961. As one of their first platforms in aid of the ecology of the sea they raised an outcry against having the ship obliterated.

Paul Tzimoulis, as chairman of the Underwater Preserves Committee, waged a

campaign to have the wreck set aside as an underwater marine sanctuary. Articles appeared in Life, SKIN DIVER, the New York Times, and the Journal of the American Littoral Society. "Save the *San Diego*" buttons were sold and the money used as donations to the cause. Letters of protest were sent to the Navy.

After two years the goal was achieved. The Navy agreed that the *San Diego* should not be destroyed.

Over the years there has been a succession of surreptitious—if not exactly unauthorized—small salvage attempts. Somewhere along the line three, six inch guns, two, three inch guns, and one propeller have disappeared. These were probably taken for a quick profit and no taxes. Understandably, there are no records of these exploits.

But there is one cut-throat adventure that occurred in 1974 about which there is a wealth of word-of-mouth information, and which is an interesting sidelight in the saga of the *San Diego*. Although it never reached the newspapers or magazines, the remaining propeller was the center of this controversy.

The worth of 20,000 pounds of marine bronze is more than enough to stimulate what in business etiquette is politely called competition. In social terminology this is called greed.

A group of salvagers had severed the propeller shaft with explosives, tied cables to it and attempted to haul it onto a barge with a huge crane. All was going well until the ten ton mass was winched out of the water. Because of the ocean swells it started swinging dangerously. Before the beleaguered crew knew what was happening the three bladed prop described an arc and smashed its weight into the stern of the crane barge, stoving in some planks.

While the damage was being assessed, and to avoid further harm, it was decided to set the propeller back in the water. But the cables jammed and it could not be lowered. Meanwhile, the barge was taking on water faster than the pumps could get rid of it. The rupture in the wooden hull was too large to be repaired; the waterflow into the barge could not be stemmed.

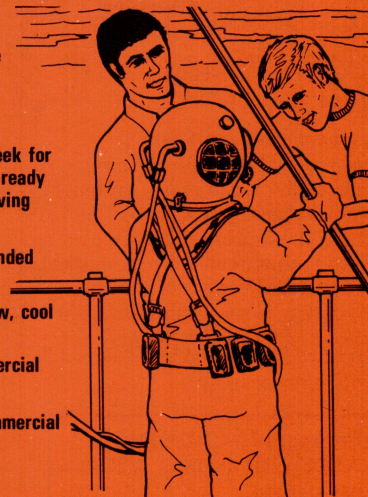
The men were barely able to escape before the barge flipped over and was pulled under the waves by the bronze weight. With it went a cargo of compressors, welding cables, diving equipment and a shark cage. It came to rest on the boom, with the end of the barge protruding several feet out of the water.

To add insult to injury, while the company was recovering from its losses a rival outfit, hearing of their demise, decided to take advantage of the work they had done. They dashed out there in their own boat, cut the cables that still connected the propeller to the sunken barge and raised the prize themselves.

The propeller was duly sold for scrap and the owner realized a quick and easy

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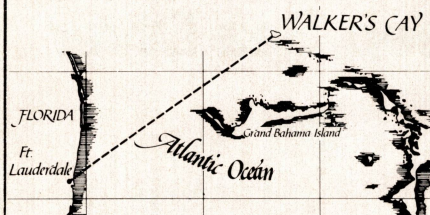
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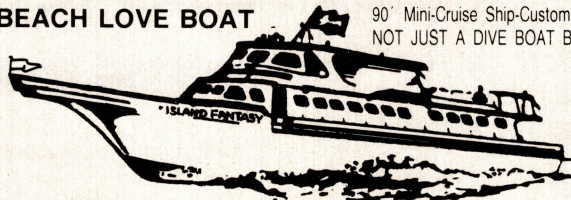
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USS SAN DIEGO

profit without having to do any of the arduous work. However, eventually he got into trouble with so many people that he was forced to take his boat and leave the country. Even the Internal Revenue Service was after him—for income tax evasion. While his boat was docked in the Caribbean some of the locals who had been cheated by him cut up the cabin and decks with chain saws and sank it.

While commercial salvage companies might not have had anything in mind other than making money, the '60s brought with it a new breed of underwater adventurer: The wreck diver. These are sport divers, using scuba, who are interested not only in the sea life that surrounds a shipwreck, but in the history and circumstances of the sinking and the excitement of exploration for its own sake.

Today the *San Diego* lies in 110 feet of water some eight miles south of Fire Island. The hull, which comes to within 65 feet of the surface, is daintily clad with a thin layer of coral, barnacles and beautifully flowering anemones. It is a refuge for bergalls, black sea bass and tautog. Inside live crabs, lobsters, searavens and the ever present ocean pouts.

While the hull is virtually intact it is not impenetrable. The hole created by the German mine has rusted back until it is 8 feet high and 20 feet long, allowing easy entry into the engine room. The depth charge spotted by the Merrick and Chapman divers must have exploded and caused the gaping hole that exposes the boiler rooms. Structural collapse made a sizeable opening by the small arms room in the stern. And the gunports offer a wide variety of doorways into the maze of the interior gun deck—if one is adventurous enough to explore there.

Lately, the deterioration of the wreck has been accelerated. In the past decade I have seen hull plates, whose rivets were loosened by that explosion 66 years ago, begin to fall off.

The interior of the *San Diego* is no longer recognizable as a ship. Partitions have collapsed, bulkheads have been stripped away, decks have rusted through. Debris has piled up until it looks like a giant junkyard full of broken and obscure parts.

Amid this disarray of decayed wreckage, of silt and swirling sand, of black, unctuous mud, of twisted and chaotic wires, cables and conduits, of rotting steel, and in the realm of utter darkness, lie the remnants of an entire ship's stores, those now priceless mementoes of Naval architecture, and the vestiges of a hastily abandoning crew's possessions. The *San Diego* is a time machine: a shortcut to 1918, a slice of Americana. ✕

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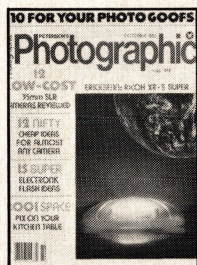
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FLORIDA MANATEES

"If those people who share manatee habitats don't provide their manatees with adequate protection, the state and federal governments will have to take over," said Jane Packard. She is head of a team of experts trying to save the 100-150 manatees that seek haven in the warm springs of Crystal River, FL.

"If people with power boats would stay out of areas where manatees congregate," said Richard Hamann, a UF law professor who was a consultant on the team, "if people would stop building houses in swamps, if people would refrain from dumping their sewage into the waters that manatees live in, then people and manatees would get along fine."

The idea behind the Crystal River project, paid for by the U.S. Fish and Wildlife Service and the Marine Mammal Commission, was to prepare a model for developing plans for other regions in the state. Manatees living in the Crystal River area were picked for the pilot study because they've been studied more extensively than elsewhere. And Crystal River is one of the few places where the habitat is largely undisturbed and where development can still be guided.

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A diving medicine course is being sponsored by Dive-Med International on the island of St. Lucia in the West Indies March 16-24 at Anse Chastanet Beach Hotel. The program is designed to review the diving emergencies and routine medical problems that frequently face physicians at Caribbean resorts.

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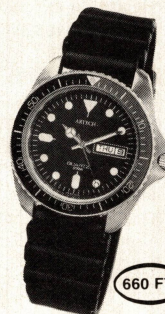


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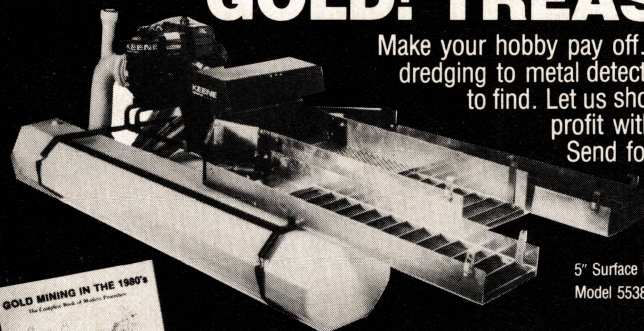
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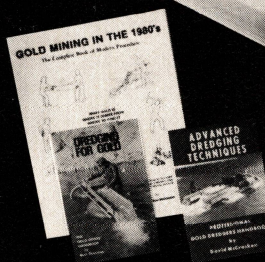
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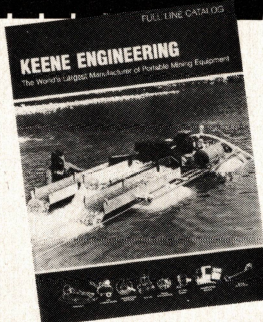
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SOMERS HONORED

The Illinois Department of Law Enforcement recently honored Dr. Lee Somers of Ann Arbor, Michigan for his diving safety training. In a special ceremony, the department's Underwater Search and Recovery Team presented Somers with a plaque to signify its appreciation.

Somers devotes much of his time to training Midwest law enforcement and rescue personnel in safe diving practices and rescue techniques. He is assistant professor of physical education and associate research oceanographer at the University of Michigan in Ann Arbor. He also conducts research on various aspects of diving safety for the Michigan Sea Grant College program. Michigan Sea Grant is a cooperative program of the University of Michigan and Michigan State University. It is part of a nationwide program that promotes wise use and conservation of Great Lakes and marine resources. Somers' research, which includes scuba system design and development of decompression tables for multi-level diving, is applicable not only to law enforcement divers, but to commercial and recreational divers as well.

IRONCLAD EXPLORED

The CSS *Georgia*, a Civil War ironclad scuttled in 1864 in the Savannah River to prevent capture, is currently being surveyed by divers from the U.S. Army Corps of Engineers and the Cultural Resources Laboratory at Texas A & M. The vessel's hull is believed to be intact, but the superstructure is broken and collapsed and the guns and engines are buried under 12-16 feet of silt.

The Texas A & M group is studying the feasibility of raising the *Georgia*. If this is possible the vessel will be relocated on shore near Ft. Jackson.

YMCA SEARCH AND RECOVERY PROGRAM

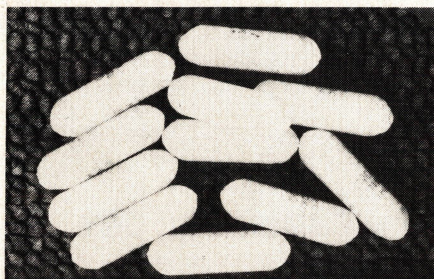
The National YMCA Underwater Activities Program is offering a search and recovery training program February 11-15 in Orlando, Florida. The program is designed to give fire, police and rescue personnel, who are certified divers, advanced training in search and recovery procedures. Subjects will include, among others: organization of a search and recovery team, dive planning, physiology of drowning, hazards, fast water rescue, search patterns, communication, use of helicopters, laws and the preservation of evidence. The program includes water work in problem solving situations.

For further information contact the YMCA Search and Recovery Program, Box 1105, Alpha, NJ 08865.

DANGEROUS OBJECTS IN SCUBA CYLINDERS


NOAA's Pacific Tide Party staff discovered a desiccant capsule in a scuba cylinder during a 1983 visual inspection. The capsule was about one inch long by 3/8 inch diameter.

In July, 1984, four steel cylinders which had been stored for three years were visually inspected at the NOAA Western Regional Dive Facility. Each contained the same type desiccant capsules. In-



spection decals on each cylinder indicated all had been inspected prior to storage at the same commercial facility used by the Pacific Tide Party.


Desiccant capsules or any other foreign matter inside a scuba cylinder can be hazardous to a diver's health. Not only might the foreign object block the valve stem, but the capsule contents, if mixed with water in the cylinder, could end up as a fine coating on the diver's lungs.

These examples demonstrate the need for regular cylinder visual inspections by qualified persons. Modern visual inspector training is available to the public. Classes are now scheduled for San Diego (November 1) and Las Vegas (DEMA, January 29). 

CLAM BRAINS/HEART MEDICINE

A University of Florida researcher has discovered a substance in clam brains that works like nature's own heart medicine, but it's much too early to say whether a similar substance can be found in the human brain. "By putting this chemical on the clam's heart, you can excite it and make it beat stronger," said Dr. Michael Greenberg, director of UF's C.V. Whitney Marine Laboratory south of St. Augustine.

According to Greenberg, clam hearts—used in some of the earliest experiments on LSD—are a good way to learn about the brain's chemical messengers. "Usually only tiny amounts of chemical nerve transmitters that control things like appetite, sleep and the heart can be found in the brain," said Greenberg. "It took 20,000 clam brains dissected over a period of 10 years to find the peptide that stimulates the clam heart."

Other UF researchers are studying lobsters to understand the complex sense of smell in humans; and jellyfish to learn how nerves in the human brain communicate with each other. 

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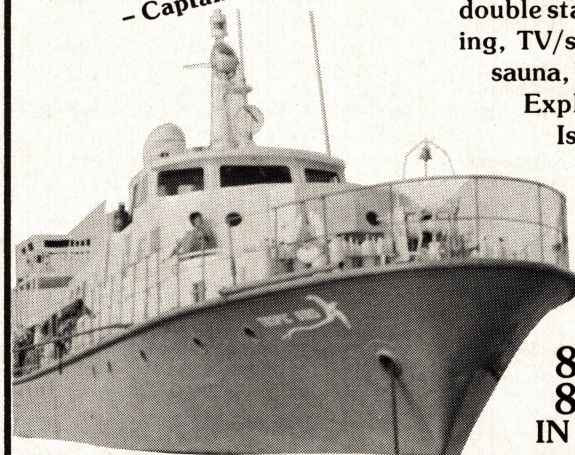
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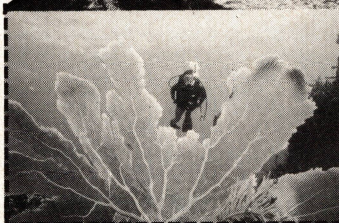
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OPPORTUNITIES	The Claims There is a tremendous demand today for trained commercial divers.	The Facts The current recession in offshore oil has caused what some call "a glut of commercial diving school graduates."
	There is a tremendous demand today for recreational diving instructors trained by PADI International College.	The demand for PADI Instructors has been rising steadily — up 30% this year alone! Never in the past seven years have all the requests by store and resort owners for PADI College graduates been filled.
INCOME	Commercial diving school graduates can easily make \$50,000-\$80,000 a year.	Most companies surveyed indicate that new commercial diving school graduates would make an average of less than \$10,900 per year if full-time work was available.
	Recreational diving instructors trained by PADI International College make good money.	Starting salaries for PADI College graduates generally exceed \$13,000 a year. Recent graduates have made in excess of \$20,000 in their first year.
FRINGE BENEFITS	Commercial diving is fun and exciting.	Commercial diving is often described as heavy construction in deep, dark water.
	Teaching recreational diving is fun and exciting.	PADI College graduates get to make new friends, travel to exciting places and earn the respect and admiration of their students.

For a free PADI College catalog, send your name, address, phone number and age to: Catalog, PADI International College, 1243 East Warner Avenue, Santa Ana, CA 92705. For more information about diving careers, call our College Dean, Jim Williams, toll free at (800) 235-3434; in California, (800) 223-8697. Outside the U.S., call (714) 540-7234 or telex 678400 PADI INT SNA.

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YOUNGEST AQUANAUTS

Already putting their four months of intensive training to the test, youthful marine scientists are discovering intriguing facts about the ocean waters that surround their Marine Resources Underwater Classroom Laboratory. Since the first high school students received their aquanaut ratings at John Pennekamp State Park in Key Largo, Florida, 40 teachers and students have submerged for 24 hours or more and carried out studies in and around this unique underwater educational facility. The Underwater Classroom Laboratory is operated by Marine Resources Development Foundation in Ft. Lauderdale. ➤

FIPMA ARCHAEOLOGY COURSE

The Florida Institute of Practical Marine Archaeology is offering a course in Historic Shipwreck Salvage designed to give divers first hand experience in the use of equipment and techniques necessary for underwater archaeology. The five day courses will be held weekly through December 9, based at Lady Cyana Divers in Islamorada, Florida.

Among others, subjects covered in the course will include sources of wreck information and how to gather it, electronic and visual search techniques, use of electronic and mechanical equipment, survey techniques and methods of excavation. The program will include lectures, slide and video presentations, guest speakers and field experience on local historic shipwrecks dating from 1733 to the 19th century.

The course fee includes accommodations for five nights (Sun. through Thurs.) at the Howard Johnson's in Islamorada with breakfast and box lunch, use of tanks and weightbelts, air fills and boat trips. For information contact Lady Cyana Divers. ➤

HORSE POWERED FERRY FOUND

An early 1800s era, horse powered ferry boat has been discovered in Lake Champlain near Burlington, VT. The 62 foot ship, which is almost completely intact, is the only one of its kind known to still be in existence.

Such boats operated on Lake Champlain between 1790 and 1840. The vessels' paddlewheels were connected to a drive wheel which was turned by two horses walking in place.

The ferry was discovered by Jim Kenard and Scott Hill while they were surveying the lake with sidescan sonar. Underwater archaeological activities on the wreck are being carried out through the Champlain Maritime Society, working with a grant from the Vermont Division for Historic Preservation. ➤

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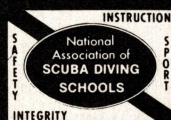
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FREIGHTER RAMS MOLASSES REEF

The 400 foot freighter, *Wellwood*, ran aground on the northeast side of Molasses Reef in Pennekamp Park, Florida on Saturday, August 4. The vessel was stranded in about 15 feet of water for a number of days until most of its cargo was removed and it was pulled off the reef by tugs. While the vessel was stranded divers were kept away from the area.

Although the *Wellwood* damaged the reef where it struck, including a number of huge coral heads, Molasses Reef is again open to divers and the majority of the reef is undamaged. Scientists are currently studying the repopulation of the damaged area by marine species. This regeneration is believed to be affected by grain which spilled out of the ship and is decomposing on the bottom.

The cause of the stranding is currently under investigation and it is possible the ship's owners will be fined for damaging the reef.

DIVER'S GUIDE TO U/W AMERICA

Divesports Publishing is offering the revised edition of *Diver's Guide to Underwater America*. This book describes every important dive site in the country, on a state-by-state basis. Designed for easy use, the book is organized into 12 sections, with California, Hawaii and Florida each meriting a section of their own.

Major improvements have been made in the revised edition, including the addition of maps for each state, expanded and updated coverage of sites and more photography. The directory of dive stores has been expanded to include approximately 1,500 retail dive businesses.

The revised edition of *Diver's Guide to Underwater America* is more than 350 pages in length. For the first time, the book will also be printed in a color-laminated hardbound edition, as well as a double-strength paperback edition. Despite the improvements, the cost of the paperback will remain the same.

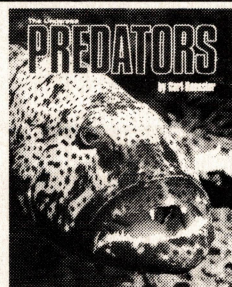
U/W LAB

Taking advantage of the Marine Resources Underwater Classroom in John Pennekamp Coral Reef State Park in Key Largo, Florida, scientists from Duke University Marine Science Laboratory and Aquanautics Corporation jointly conducted the first in a series of biotechnology research experiments. The team was headed by Taylor A. Pryor, director of research for Aquanautics.

The University and Aquanautics Corporation are jointly developing an artificial gill that will allow divers to extract oxygen from seawater in a way similar to the biological systems utilized by fish and other marine organisms. The initial experi-

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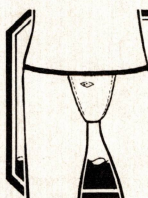
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ments included the study of performance and fouling of artificial membranes to be used in the oxygen extraction system. The study was conducted by Dr. Bruce Zenner, Dr. Dan Rittschof and Robert Cashion. Living in the undersea habitat for 48 hours allowed the men continuous observation of laboratory instruments, which were hand carried into the chamber in watertight containers.

In addition to the membrane studies, Dr. Rittschof is investigating the ability of several forms of marine life to detect chemicals natural to their environment. In July 1984, Dr. Rittschof and Marine Bait Company publicly announced the discovery of a protein-based substance which, when added to bass lures, doubled the number of bass caught by fishermen during tests.

Use of the Underwater Classroom Habitat allows Dr. Rittschof to continue his studies of chemical attractants and feeding stimulants to other forms of marine life, including Florida stone crabs.


The Marine Resources Underwater Classroom Laboratory is one of the educational programs developed, sponsored and operated by the Marine Resources Development Foundation of Fort Lauderdale, Florida. 

UASM STUDY


The Underwater Archeology Society of Maryland (UASM) recently began locating, identifying and mapping the archaeological features in the Potomac waters off Fort Lincoln at Maryland's Point Lookout State Park. At the southern tip of St. Mary's County, where the Potomac flows into the Chesapeake Bay, Fort Lincoln was part of a Union facility which included a military hospital and a prison. At its height, over 20,000 Confederate POWs were held on the point.

More than 50 volunteers will be assisting with all phases of mapping, selective artifact sampling and artifact conservation during the underwater site survey, according to UASM project director Nicholas Freda.

The purpose of UASM is to find and protect Maryland's underwater historic and prehistoric archaeological resources. It plans to do this by promoting the discovery, investigation and conservation of underwater archaeological sites and artifacts. The organization is non-profit and was founded in 1984.

For further information contact Donald Shomette, evenings, at (301) 627-8175; Nicholas Freda, evenings, at (301) 249-6561; or John Ciccone, during the day, at (202) 728-4322. 

NAUI INTERN PROGRAM

NAUI College has introduced an alumni intern program. The program provides for scholarships for graduate instructors to receive post-graduate training and student-teaching experience and is open to all NAUI College ITC and 10 week course graduates. 

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DAN MEMBERSHIP

Since it became a self supporting membership organization in August 1983, over 6,000 divers have joined DAN. The \$10 membership provides diver/members with safety information to help prevent accidents and supports the 24 hour hotline that provides medical advice to divers or their physicians regarding diagnosis, early medical care and assistance in transportation and treatment arrangements to the nearest recompression chamber. Every member of DAN receives: the DAN *Underwater Diving Accident Manual* describing symptoms and early medical care for diving related injuries; a membership card showing DAN's phone numbers and a list of diving accident symptoms; tank and equipment decals showing DAN's logo and emergency phone number; and a newsletter, *Alert Diver*, presenting diving medical and safety information in layman's language, along with case histories from DAN's files.

Recently, two new memberships have been added for clubs and stores. Dive club membership provides recognition of a club's support and group discounts on individual memberships. Club members receive a certificate of appreciation. The club's name will appear in every issue of *Alert Diver* for one year if 15 people join as individual members for \$10. A group discount of 10 percent is given if 30 people join or 20 percent off if 50 people join. If a club also donates a minimum of \$100 a group discount of 10 percent is given if 20 people join, or 20 percent off if 30 people join. A club that gives \$100 is entitled to two free individual memberships and up to 100 DAN tank decals for members even if they do not take advantage of the group discounts. In order to qualify, all money, names and addresses must be sent in to DAN at one time. Individual arrangements are made for councils of dive clubs or for clubs with more than 100 active members.

Dive store membership presents the dive store's name in every issue of *Alert Diver* for one year and provides the store with a certificate of appreciation and display items that identify the store as a sponsor of DAN. Dive store membership requires a minimum \$100 donation and entitles the store to one free individual membership for every 10 they send to DAN and up to 100 DAN tank decals for store rental tanks. To qualify for the free membership with every 10 memberships, a minimum of 10 must be sent to DAN at one time.

For more information or to join DAN please write: Divers Alert Network (DAN), Box 3823, Duke University Medical Center, Durham, NC 27710.

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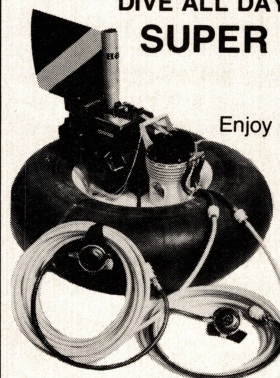
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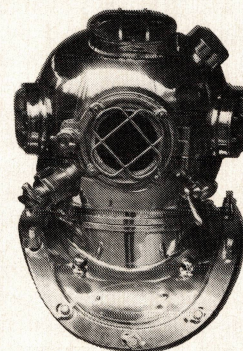
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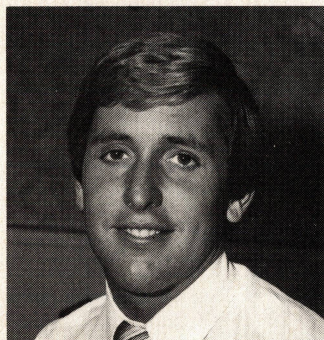
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
COE INJURED

Dave Coe, PADI northeast regional training coordinator, was seriously injured in an April automobile accident. The accident occurred in Rhode Island.

Although Coe's injuries were exten-




sive, his doctors report he is recovering much more rapidly than originally anticipated. At the same time, however, owing to the severity of his injuries, his doctors request he not be allowed visitors. Cards and letters should be sent c/o Jeff Nadler at PADI, 1243 East Warner Avenue, Santa Ana, California 92705.

While Coe is recovering, Jeff Mondle, PADI dive store liaison, is on temporary assignment in Coe's region. 


BENEATH THE SEA PHOTO CONTEST

The Beneath the Sea Underwater Photography Competition has a January 31 entry deadline. Winners will be honored March 16 at Beneath the Sea, the 9th Annual greater-New York underwater symposium and film festival, in Tarrytown, New York.

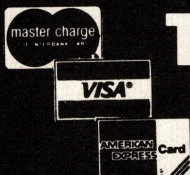
Open to amateur underwater photographers in New England and mid-Atlantic states, the contest offers many valuable prizes and awards. The best in show photo will receive a Bonaire diving package for two, including transport from Miami on ALM Antillean Airlines and a week at Cap'n Don's Habitat.

Slides or prints may be entered in several categories, including normal/wide angle, macro, northern salt or freshwater and 110 format. Entry forms for the contest may be obtained by sending a self-addressed, stamped envelope to Beneath the Sea Photo Contest, P.O. Box 644, Rye, NY 10580. 

NAUI TRAINING APPOINTMENTS

NAUI College is offering crossover instructor training courses and weekend instructor training courses on an appointment basis. The programs are designed for advanced divers and other agency instructors with serious outside time constraints precluding them from normally scheduled classes. Interested parties may contact the school's administration office at 2400 West Coast Highway, Newport Beach, California 92663; (714) 631-4282. 

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RX

FOR DIVERS

BY FRED BOVE, M.D., PH.D.

The recent death of Jim Fixx, author of several books on running, prompts me to review the problems of exercise in people who have known or unsuspected coronary artery disease.

This disease causes narrowing of the arteries that carry blood to the heart. During exercise, the narrowed artery will limit the needed blood and oxygen to the heart and it will develop a state of abnormal function. The most serious result is ventricular fibrillation which causes the heart to stop beating.

The exercise needed for sport diving is usually not enough to strain the heart and normally, it is unlikely that heart problems would develop. But, what if there is an emergency: you have to tow a buddy, swim against a heavy current or climb a steep hill with full gear and wetsuit?

Hidden disease of the blood vessels, which increases in frequency as age increases, may remain undetected and will become manifest during excess physical activity; such an occurrence may result in a catastrophic outcome. A not infrequent situation occurs when an individual in poor physical condition is suddenly confronted with the need for high energy output on short notice and without adequate preparation.

In the event that there is undetected coronary blockage, the sudden onset of high level exercise may result in inadequate blood flow to the heart and symptoms of heart disease (chest pain, abnormal heart rhythm or even cardiac arrest). A diver with coronary artery disease, who does not exercise, may not be aware of the presence of the disease. On the first occasion to perform strenuous exercise, cardiac symptoms may occur.

SYMPTOMS OF HEART DISORDERS

An important goal in prevention of complications from heart disease is edu-

cation about indicators of heart abnormalities. These usually occur during periods of stress (exercise, emotional stress, anger, anxiety, etc.). Common sensations include: chest, arm, jaw or neck pain; severe shortness of breath; dizziness during exercise; irregular heart rhythm; fainting during or after exercise.

Chest pain is usually in the mid-chest area under the breastbone. It is usually described as a tight feeling which often extends to the left shoulder, arm, jaw or neck. The tight feeling can occur in the abdomen, occasionally on the right side of the chest. Sometimes (although rarely) the pain can mimic a toothache, problems with the gall bladder, stomach ulcers and orthopedic problems in the left shoulder and arm.

Shortness of breath is usually an accompaniment of chest tightness, but on occasion, can occur as an isolated symptom without chest pain. This symptom is usually described as a severe shortness of breath associated with exercise, unusual in that it is excessive and more than the increased breathing associated with normal exercise.

Dizziness and fainting associated with emotional stress (e.g. anger, anxiety, situational stress) or exercise, may result from an abnormal heart rhythm which prevents the heart from pumping adequate blood to the brain. The abnormal rhythm may occur during or shortly after exercise. When the abnormality is severe, the heart can stop and the individual will die unless prompt CPR is provided. When the rhythm disturbance occurs in conjunction with a heart attack, there is often associated chest pain, sweating and sometimes nausea.

Symptoms of a heart attack include: severe chest pain, nausea, sweating, shortness of breath, feeling of uneasiness, unconsciousness, cardiac arrest.

IMMEDIATE TREATMENT

Saving the victim of a heart attack depends on immediate action to support the victim, including providing circulatory support (CPR) at the scene. Waiting for medical support to arrive often results in death of the victim. It is therefore necessary to be prepared to provide CPR on scene until medical support can be obtained. CPR must be provided continuously and without interruption until a medic or physician assumes control of the victim's care. The brain can only survive for four to six minutes without a blood supply.

To be the best diver you can be, you should have training in CPR and knowledge of the principles involved in its use.

PREVENTION

It is most important to prepare in advance, assuring that your exercise tolerance is maintained and that cardiac

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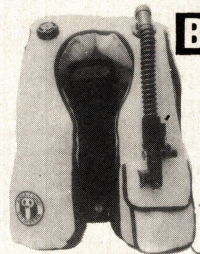
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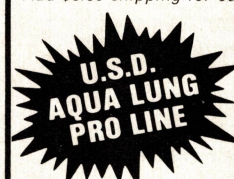
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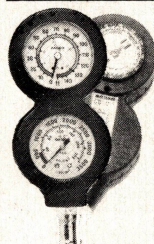
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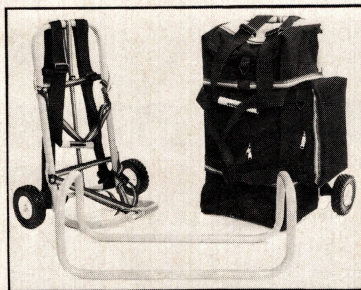
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Rx FOR DIVERS

disease has been ruled out. Accomplishing these goals is possible by periodic medical examination which includes exercise testing and by continuous, regular exercise. A recommended schedule for medical examinations is every four or five years from age 20 to 40, then every two or three years thereafter.

If you are over 40 years old and in poor physical condition, exercise testing is essential to be certain that the physical exertion needed for diving is within your capabilities. By undergoing an exercise test in a controlled environment, where heart function and other indices of exercise ability can be monitored, any medical problems can be detected and evaluated and an appropriate exercise program can be prescribed.

Diving is a wonderful sport, but if you are at risk for a heart attack, the occasional exercise you must do to dive safely may precipitate a heart problem. Periodic examinations, knowledge of the signs of heart problems and being prepared to help with CPR will make you a safe and better diver.

MORE THUNDERER ARTIFACTS

The research vessel *Beacon*, commanded by Herbert Humphreys, Jr., recently returned to Grand Cayman after completing a 12 day voyage to the site of the HMS *Thunderer*. The *Thunderer* is a 74 gun British warship lost in a hurricane in 1780. The actual site of the wreck has not been disclosed but is believed to be near the Bahamas.

The *Beacon* and crew had to battle rough seas but managed to salvage six cannons and a variety of other artifacts which are destined for a museum on Grand Cayman. The *Beacon* is utilized by Marine Archeological Research, Ltd. which has been awarded salvage contracts by the governments of the Bahamas and Mexico.

WEBFOOTED WARRIORS MEMBERSHIP

To celebrate the 40th anniversary of U.S. Navy Frogmen, the Webfooted Warriors Association—a fraternal organization of present and former Navy Combat Demolition Unit, Underwater Demolition Team (UDT), SEAL Team and Swimmer Delivery Vehicle Team members and their supporters—is conducting a membership drive. Dues are \$15 a year for active members (present and former team members) and \$12 a year for associate members (those who did not serve with the teams). Details are available from the association at Suite 1016, 8033 Sunset Blvd., Hollywood, CA 90046-2497.

DIXIE LOBSTERS

During the Dixie Divers Fifth Annual Lobster Hunt more than 700 pounds of lobster were weighed in at two locations. At the Ft. Pierce, Florida location Bud Davidson of Lantana won first prize with a 13¼ pound bug. Dwight Blackwelder of



Ft. Pierce was second with a 10¼ pounder. Glen Cox of Vero Beach was third with a 9 pounder.

At the Stuart, Florida location Peter VanEten of Stuart won first place with a 10 pounder. Scott Clendeanin was second with a 9 pounder and Dave Wakefield was third with an 8½ pounder.

More than 3,000 divers registered for the contest and more than \$10,000 in prizes were awarded at the Seafood Festival co-sponsored by Dixie Divers and WOYV-FM.

UNDERWATER SOCIETY PHOTO COMPETITION

Entries for the Underwater Society of America's 1985 Photography Competition will be accepted from December 1 through March 1 in 15 categories including prints and slides, movies and video. First through third place winners in each category will be awarded a plaque and prizes. First place winners will have their photos published in SKIN DIVER and shown at the film festival during Our World-Underwater in Chicago in May.

The contest is open to members of the society but a membership application (dues are \$10) is available in the entry form. For entry forms send a stamped, self-addressed legal size envelope to: 1985 USA International Photography Competition, 9702 E. 12th St., Indianapolis, IN 46229.

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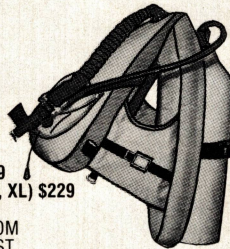
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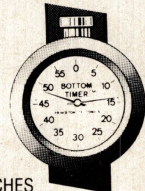
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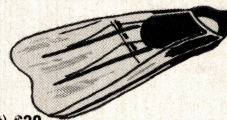
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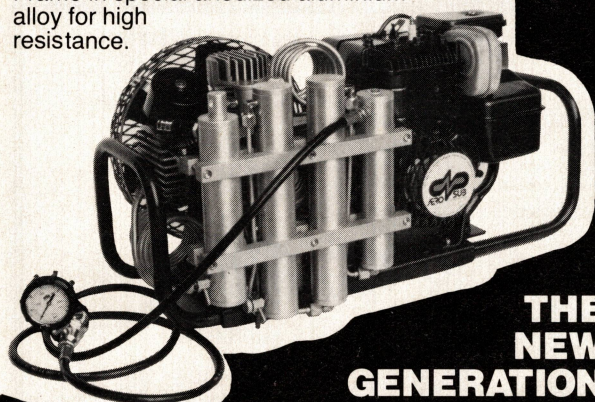
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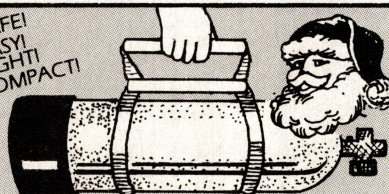
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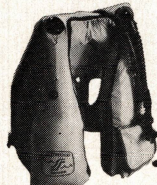
BY STEVE GILES

The S.S. *Avalon* is rich in California history. She was built on the East Coast in 1891, however, and served as a triple-deck passenger liner on the Great Lakes. She was 265 feet long, with a 38 foot beam. Her early years, when she was named the *Eastland*, were clouded with rumors of a sinking with great loss of life. She was purchased by William Wrigley Jr. in the early 1920s and brought to the West Coast where she was renamed the *Avalon*. Wrigley owned not only the Wrigley Chewing Gum empire, but the Chicago Cubs and Island of Santa Catalina as well. The ship, like the town and bay of Avalon, was named after the paradise of Avilion in Alfred Lord Tennyson's *Idylls of the King*. In this story, King Arthur regains his health in Avilion after being wounded in battle. Catalina Island brochures once boasted "Visitors to Avalon and Catalina escape worries, cares, smog and complicated living patterns of the mainland and are renewed in body and spirit." The *Avalon* was later joined by the S.S. *Catalina* and the pair of white steamers plied the waters between Catalina and San Pedro carrying tourists and islanders alike to the picturesque island. Where the *Avalon* and *Catalina* once turned their props slowly to maintain station at the Steamer Pier and passengers threw silver coins to island youths in mask and flippers, there is now only an underwater trench which often turns up those coins missed long ago.

The *Avalon* was lost off Palos Verdes Point in July 1960, after being sold to an Oregon lumber company and being partially stripped for her new occupation. Rumors again flew, hinting that the sinking was not an accident, but was done for the



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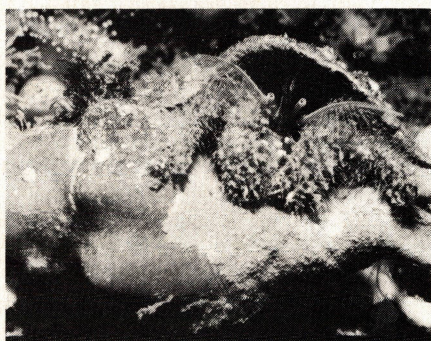
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


insurance money. Nothing, however, was ever proven. Whether by accident or otherwise, the *Avalon* now lies in approximately 75 feet of generally calm water with visibility usually 30 to 40 feet. She settled on the bottom upright. Her enormous fuel bunkers lie amidships and sifting the shells and sand within her hull sometimes produces items missed or discarded during her stripping, such as

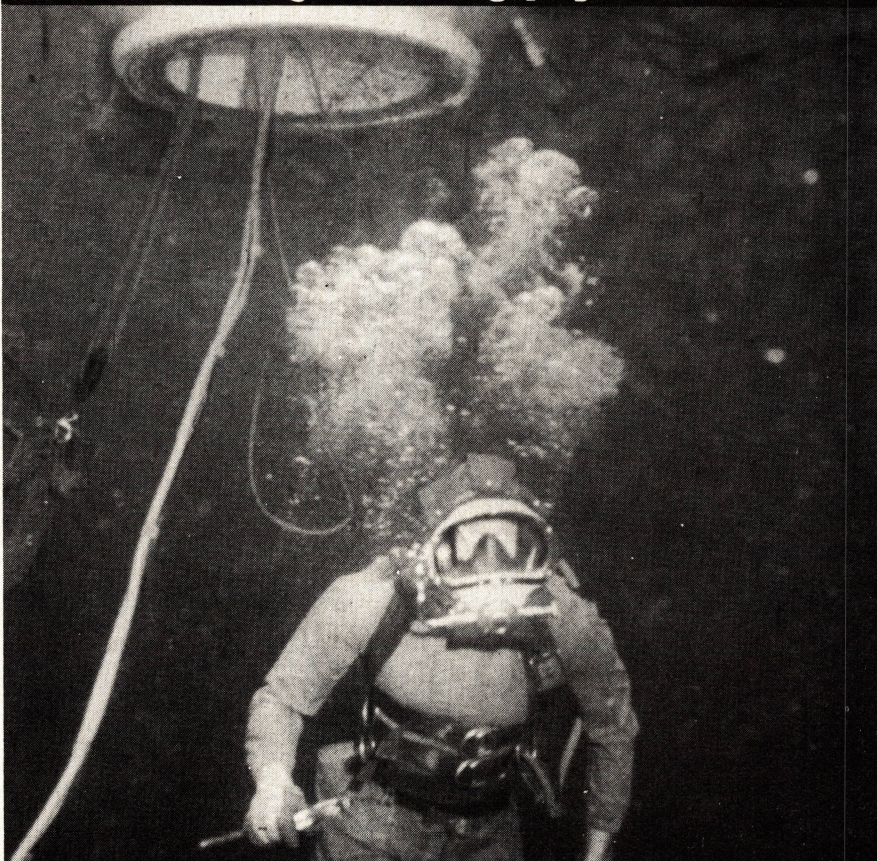
photo/Bonnie J. Cardone



Never to travel again, the *Avalon* is home to marine life such as this hermit crab.

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ABALONE FARM

BY HILLARY HAUSER

A farm for baby abalones has been constructed in the Santa Barbara Harbor by commercial abalone divers, who say they are going to put back what they take from the abalone beds of the Channel Islands. The idea, said Win Swint, president of the California Abalone Association, is that divers going out to sea can stop by the farm, pick up juvenile abalones, and, while harvesting the legal-sized animals, plant the babies.

The farm, at Sea Landing Sportfishing in the harbor, consists of six 35 gallon drums mounted on a rack, each drum holding hundreds of baby abalones. Wire screens at each end of the drums allow water to filter in and out, and the drum rack can be hoisted in and out of the water by an overhead winch so that the baby abalones can be fed drift algae and brown kelp by hand.

When the "test" babies went into the first drum, they took to their farm life immediately, and commercial divers checking their progress said they were grazing in a healthy way. "When you put new fish into an aquarium, they don't eat for a couple of days," said diver Mike Kitahara. "But these animals have been eating very well."

Following the test period, 5,000 abalones went into the farm, each animal measuring 10-12 mm (about one-half inch). The baby abalones, donated to the project by Atlantic Richfield Corp. (Arco), will stay in the farm until they reach about an inch in size, said Swint. Then, they will be ready for planting offshore. The animals will be placed in public domain, along the coast and in the Channel Islands, he said.

Divers participating in the abalone re-seeding project will be commercial divers who are CAA members, or they will be sport divers who go to the islands aboard the *Truth* and *Conception* out of Sea Landing. Everyone participating in the re-seeding project will pay for the abalones they pick up from the farm, Swint said.

The abalones are coming from Estero Bay Mariculture, Cayucos, and divers will pay less than the going rate of \$1 each, he said. Arco has made a commitment to buy, and contribute to the CAA project, a total of 20,000 animals next year.

CAA, which began experimenting with the raising of abalones in 1972, has taken an active role in other areas of research having to do with the declining shellfish resource. In August, 1983, the group headed an experimental re-seeding program, called the Great Abalone Plant, in which CAA divers led sport divers in the planting of 9,000 baby abalones off San Miguel Island, in the Santa Barbara Channel. A second abalone plant was held in August 1984, at Catalina.

Technifacts

BY E.R. CROSS



In connection with my work as a commercial diver and as a marine consultant I travel frequently. On a recent visit to Anchorage and Homer, Alaska, I met two interesting divers who had had some exciting diving experiences. The two divers were willing to share their experiences and techniques with Technifacts readers.

One of the problems of sport diving is finding a reason to go diving, particularly in the winter. What I found in Alaska is that winter diving in a harsh Arctic environment is very rewarding and not necessarily a harsh experience. Particularly so when diving with Russel Kunibe and Tim Carr of Marine Service and Diving. Their dive shop is near the end of the Homer Spit in Homer, a busy town of some 3,200 to 8,000 people about 225 spectacular driving miles south of Anchorage. Known as the Acapulco of Alaska, the

population depends on the time of year.

Vast veins of coal brought a few miners to the area in the 1890s. Homer Pennock, head of the Alaska Gold Mining Company, brought more workers to the area in 1898 and the town became a recognizable community. Cattle, horses, fox farms and prolific gardens provide busy lives for Homerites. A rich fishing industry is one of the mainstays of the area. Salmon, king crab, herring, clams and huge halibut abound in the waters of Kachemak Bay into which Homer Spit juts. Canneries, boats and boat building and of course, tourism, flourished in this beautiful environment. Tourism is now one of the two major industries.

Kunibe and Carr and their dive shop are as diverse and exciting as the community in which they live and work. Kunibe is a displaced California diver and

graduate physiologist; the latter is the reason he can discuss with so much authority the recognition and prevention of cold water diving problems. His thesis was on hypothermia in divers.

Carr came to Alaska about ten years ago. He had been diving for a few years prior to that and decided Homer was a good place to start a commercial diving business. Six years ago they formed Marine Service and Diving on Cannery Row, Homer Spit. (Their mailing address is P.O. Box 1899, Homer, AK 99603.)

For recreational diving they explored the south shores of Kenai Peninsula three miles across Kachemak Bay from Homer and southward eight miles to what they call Nubble Reef.

But Kunibe and Carr are also commercial divers. They dive summer or winter; in the ice or under the ice; in the powerful



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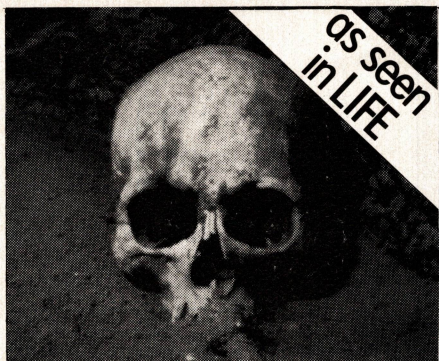
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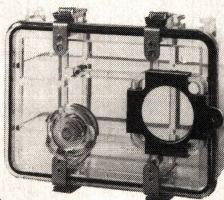
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currents of the Cook Inlet or the calm backwash of the Homer boat harbor; day or night; weekdays, weekends or holidays. They work at just about anything that is under the water and needs inspecting, repair or harvesting. They have developed skills required in the maintenance of the offshore oil production platforms along the western side of Cook Inlet just south of Anchorage. This work occasionally involves underwater welding or cutting. They also spend many long hours harvesting kelp from depths of 30 feet or less where dives sometimes last all day. Or, they gather sea urchins which are flown, alive, to Japan; or sea cucumbers which are flown to Anchorage restaurants. They have 150 tons of lifting capacity in float bags and occasionally get involved in salvage. Sometimes they have to jet their way through the silt and mud of a harbor to get to their work. All of this occurs in water with a summer temperature of about 45°F and a winter temperature of 30 to 31°F.

Based on their experiences in commercial diving in cold water they realized it would be just as safe for sport diving, provided the same precautions were taken. They quit saying "no" to divers who wanted to share sport diving experiences with them.

According to both Kunibe and Carr, the best sport diving—either summer or winter—is at Nubble Reef. On the chart this is an un-named area about one-half mile northeast of Nubble Point. Sheer rock cliffs rise from 90 feet of water on the south side and from 180 feet on the north side of the reef. A buoy marks this group of rocks that is almost awash. Luxuriant kelp forests surround the rocks.

In the summer visibility is about 15 to 20 feet, limited mainly by heavy plankton blooms. The best diving is in the winter when plankton is at a minimum. Then there is visibility of 45 feet or so that lets divers see marine life at its best. Nubble Reef has its own special ecosystems of rocky and kelp biota. The wolf eel, a basically harmless animal, feeds on crabs and bivalve mollusks or, if they aren't available, almost any mollusk. Wolf eels can be huge and are extremely territorial. They have been known to chase divers who stray into their area.

In Alaska it is legal to spear any fish as long as diver and fish are both completely under the water. Kunibe has speared halibut weighing up to 180 pounds, using a bangstick for the larger fish. The divers sometimes spear salmon, the largest in the 30 to 35 pound category. They also collect "swimming" scallops or just sit

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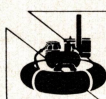


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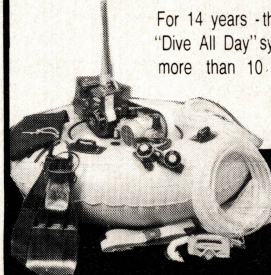
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back, underwater style and watch the wonders of life go by in a kelp forest.

Sea lions are infrequently present and may become aggressive during the mating season if a diver swims into their territory. Sea otters are curious and sometimes make a power dive down a diver's bubbles. The Alaska porpoise is also occasionally seen. Carr tells the story about a day an Alaska porpoise visited a group of divers. The animal first surfaced near the dive boat. Divers waiting in the boat fed it chocolate chip cookies. The porpoise then swam underwater to a diver who petted it; then back to the boat for more chocolate chip cookies. The porpoise finally made a last check of the diver working just below the surface and then swam away.


Killer whales, known to inhabit the seas around Alaska, are now and then seen from the boat but have been observed by divers only rarely. No close encounters between killer whales and divers have ever been reported.

The Polar Divers Association, a group from one of the air force bases in Alaska, visits Homer every April for a charter dive to Nubble Reef.

Winter diving, commercially or for sport, is potentially hazardous unless proper precautions are taken. Kunibe and Carr will not take a group to their favorite spots when the air temperature is below the 15 to 20°F range. At these temperatures the sea water will have an ice glaze on the surface. Topside material and equipment simply freezes up too rapidly for safety. As a matter of fact, Kunibe stated, "The biggest problems in Alaska winter diving occur not underwater but topside. With extreme cold and a brisk wind, the wind chill factor makes everyone want to be a diver."

When I asked Carr, "When you are working as a commercial diver, how do you know you are getting too cold; that hypothermia is setting in?" His answer was, "I lose my desire to make money!"

Granted, his answer was partly facetious. But there was an element of reality, too. Next month Technifacts will get back to the technicalities of diving when Kunibe and Carr tell all you ever wanted to know about very cold water diving and how to do it, safely, for sport or money. Technifacts will review a report on diving in the harsh Arctic environment that deals with commercial diving under the ice; the U.S. Coast Guard's warnings and cautions about hypothermia from immersion in cold water; articles on survival in freezing water; and NAUI's manual, *Cold Weather and Under Ice Diving*. I will also recount my experience on a three day diving job in four feet of water under three feet of ice during a Canadian winter.

This kind of diving is extremely challenging and exciting but should be attempted only with proper instruction and with experienced dive guides. Be with us next month for the cold facts. 

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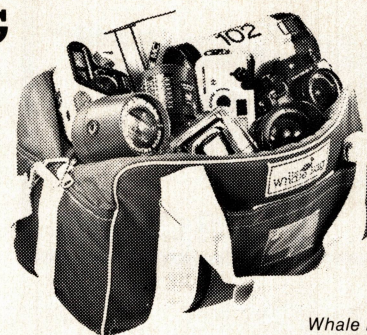
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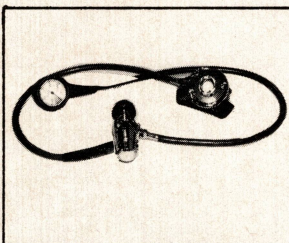
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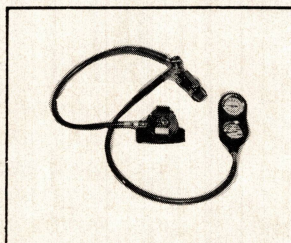


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Doing It On The Delaware

Diver's Academy of the Eastern Seaboard Expands Facilities

BY CATHIE CUSH

A few weeks in Camden, New Jersey, might prove to be a real winner for someone who's interested in learning commercial diving skills. The eight year old Divers Academy of the Eastern Seaboard, in Camden, on the Delaware River in the Port of Philadelphia, has turned out 550 working divers, with an impressive employment rate of 92 percent and no accidents.

In the past two years the National Association of Trade and Technical Schools accredited facility has expanded considerably. Although the school's two story brick headquarters are dwarfed by the freighters docked next door, the Academy has enlarged classroom and administration space, added a 50 foot steel workboat outfitted with a backhoe, two ton hydraulic lift and boom and brought in a second 20 foot, double-lock hyperbaric chamber. Divers Academy is also in the process of expanding its program to include a diver-med-tech specialty.

Part of the school's growth can be attributed to the need for commercial divers, a need that is expected to increase rapidly in 1985 with the opening of new oil fields for exploration. A mandate that hyperbarically-trained medical personnel man the rigs 24 hours a day sparked the development of the med-tech program.

But most of the credit for success rests with Bill and Sharron Brown and their approach to vocational education.

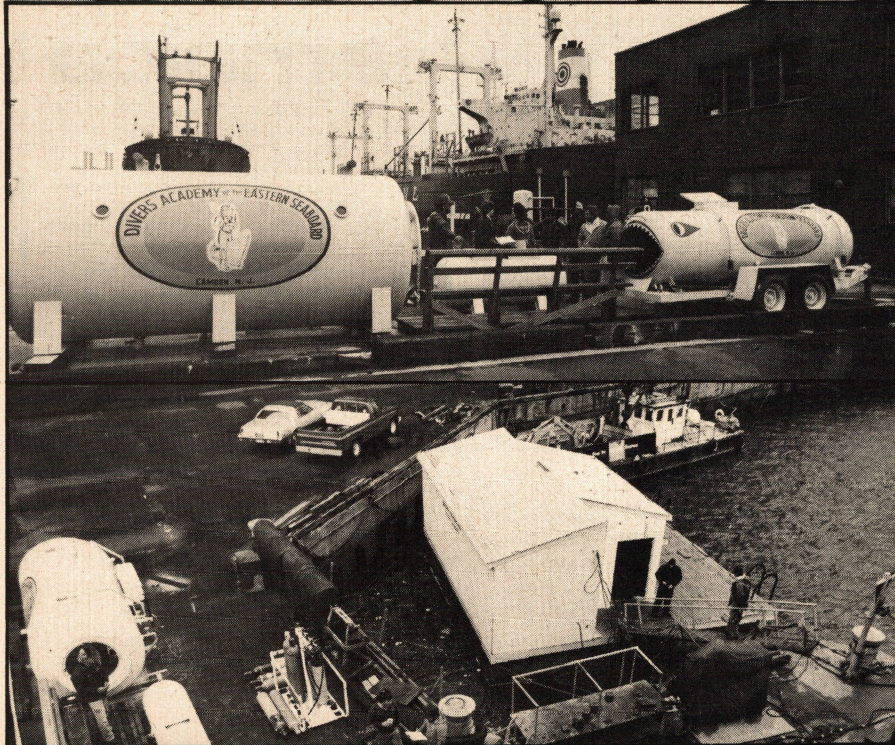
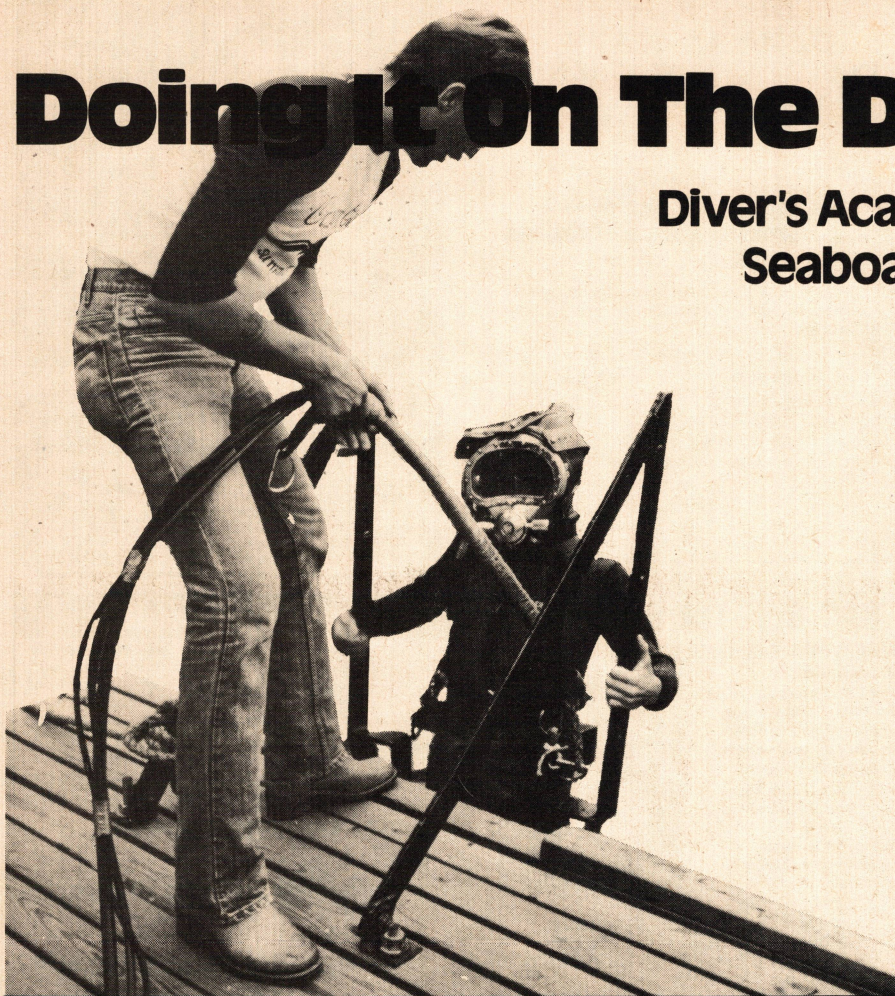
"We try to stay as close to reality as we can," says Director/President Bill Brown, the school's founder.

Rather than try to lure prospective students with inflated promises of glamour and big bucks, the Divers Academy draws an accurate picture of the commercial diving industry. When a would-be diver wants to know what's in store, Bill relates, "We'll tell him, 'it's construction, it's hard work, it's cold.'"

"We tell him we have graduates making \$80,000 a year and others making \$5.75 an hour."

Of the academy's first graduating class, one former student now owns a dive shop in Florida, another works in submersibles in Texas and a third has his own commercial diving company in Ocean City, NJ.

A desire to keep students in touch with the realities of working in the field led to



At the Divers Academy of the Eastern Seaboard students make as many as 80 working dives before graduation. The dives are all made in the cold and murky Delaware River—conditions similar to those the students will encounter later when working as commercial divers. In the past two years the school has enlarged classroom and administration space, added a 50 foot steel workboat with backhoe and hydraulic lift and added a second 20 foot, double-lock hyperbaric chamber.

photos/Bill Gleason

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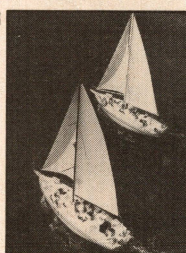
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MONTEGO BAY

DIVERS ACADEMY

Brown's choice of Camden as the location for the Divers Academy. Students practice such techniques as search and recovery, pipe cutting and assembly, handjetting and use of pneumatic chisels, drills and other equipment in the cold murk of the Delaware River. The Port of Philadelphia location occasionally gives students opportunities to put their knowledge and abilities to work even before they graduate. Once an academy class helped salvage a helicopter that went down in the river. "If you can do it in the Delaware, you can do it anywhere," seems to be the school's motto.

"If they're looking for fun and games, they're looking for the tropical islands,"

observes Bill's wife, Sharron, the school's financial aid officer. Conditions at the school—the changing seasons, the muddy Delaware—are what a commercial diver can realistically expect to find in the field, she says. "And, we don't train in tanks; it's all open water."

When working graduates return to the school for a visit, they usually tell the Browns "they're glad that this is the type of training they had," Bill notes.

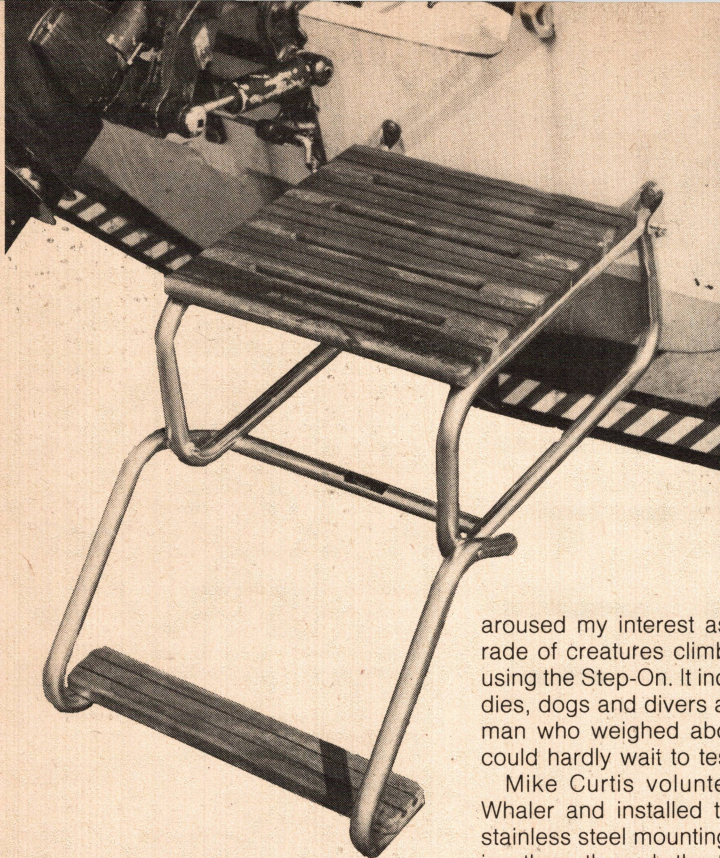
Training is something the students get plenty of. Classwork takes up 192 hours of the 640 hour program. The rest of the time, theory is put into practice. Students log as many as 80 working dives before graduation, despite the fact that the program is several weeks shorter than

courses offered at similar institutions.

Students aren't shortchanged on hours. Instead, class size is limited to 10 or 15 students, so divers aren't constantly waiting for their turn in the water.

The Divers Academy also uses an eight hour day. "We feel the fellows spend so much time setting up and breaking down dive stations in a five hour day that they don't get much practical experience," Bill explains.

The longer day also allows students to complete the full training course in 16 weeks, so they can save money on room and board while away from home. As Divers Academy students have come from as far as Kuwait (not to mention most of the Eastern Seaboard and the



STEP-ON DIVE PLATFORM

A Versatile Boarding System

**TEXT AND PHOTOGRAPHY
BY ERIC HANAUER**

Diving is easy. It's the secondary chores which sometimes become a drag, such as getting to the dive site or washing gear afterward. One of the most arduous tasks is climbing back on board a small boat after a dive. John L. Perry (known as Rainbow) and Robert Ritten of Fort Pierce, Florida have come up with a solution: the Step-On boarding system. This versatile device takes a lot of the effort out of climbing back on board.

Ritten calls it the safest dive and swim platform ever and there is a patent on its unusual design. To show how it works he and his partner sent along a videotape. Although not in the same league with Michael Jackson's *Thriller*, the tape


aroused my interest as it showed a parade of creatures climbing aboard boats using the Step-On. It included kids, old ladies, dogs and divers and finished with a man who weighed about 400 pounds. I could hardly wait to test it in the ocean.

Mike Curtis volunteered his Boston Whaler and installed the Step-On's two stainless steel mounting brackets by bolting them through the transom. The system attaches by means of two pins and two clips. It can be mounted or removed in minutes, leaving only the brackets on the boat. While underway, the entire platform can be swung upward and tied in place to prevent drag. Even if the platform is left down, the step swings up automatically once the boat gets going.

The step is the secret to the system's efficiency. It offers steady footing and a firm, secure feeling. Protruding out away from the platform, it allows a staircase effect. Usually we tie our tanks and At-Paks to a line before climbing back on board. With the Step-On, we were able to get up with the tanks still on our backs, despite swells and wind chop up to four feet. Sitting on the platform, we were able to don tanks and fins before entering. Even Kahlua, Mike's golden retriever, clad in her custom wetsuit, jumped in and out of the water with ease.

No compromises were evident in materials and construction. All tubing is one inch diameter stainless steel. Pins, bolts and other fittings are made of the same material. That adds to the cost, but will pay off in the long run. The platform and step are made of teak, one of the world's costliest but best suited woods for use in the marine environment. After long periods in sun and saltwater, an application of oil will have it looking like new. Other than that and a freshwater rinse, no maintenance is needed.

The Step-On comes in three sizes: the Steppy, a 16 inch width for small boats or those with twin motors where transom room is limited; the Standard 18 inch width; and the 22 inch DeLux for large boats. To decide which one your boat needs, measure the transom width of the side on which you wish to install it. Turn the motor or outdrive to that side to allow room for clearance before measuring.

Besides helping divers, the Step-On also makes it easier for young, old, heavier and physically handicapped people to get on board. Prices start at \$225 for the 16 inch Steppy. The Standard is \$236 and the DeLux is \$247. For further information, contact Step-On, Inc., P.O. Box 1116, Fort Pierce, Florida 33454; (305) 464-5800. 

Midwest), that's important.

Students can make arrangements through the school to board in private homes while attending the academy. On weekends, there is plenty to do. As Sharon points out, Camden is central to everything. Philadelphia is less than 15 minutes away and an hour's drive to the east is some of the best wreck diving on the coast—or anywhere else.

The living arrangements seem to suit the students fine. Says Bill, "It makes for a real good relationship" and a chance for the divers to have a home-cooked meal at the end of the day.


The atmosphere at the academy is also somewhat homey and relaxed. But it's no-nonsense. Divers Academy instruc-

tors are a mix of former U.S. Navy and commercial diving industry personnel. ("When students graduate, they're not going into the Navy, they're going into the industry," Bill says by way of explanation. "But the Navy standards are high.") The task of the staff is to turn out divers who can get jobs in the field. The underwater cutting and welding projects are necessary; the long, cold hours spent reassembling valves and flanges in zero visibility are, too. Hands-on chamber operation experience is valuable (offered as part of the basic course at the academy).

While there is no downplaying the skills, Bill Brown says, one thing is more important than any other when it comes to finding a job in the field: Attitude is eve-

rything. "We lay the ground rules the first day," Bill says. As in most other fields, employers want willing workers. "They don't like people who come fresh out of school and think they know it all." Despite their highly specialized training, even graduates from a commercial diving school "are entry level people. When they get out of school, that's when their education starts."

If that's the case, the "pre-education" that students at the Divers Academy of the Eastern Seaboard get while they're still in school seems to point them in the right direction—no joke.

For more information contact: Divers Academy of the Eastern Seaboard, 2500 S. Broadway, Camden, NJ 08104. 

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KEY WEST PRO DIVE SHOP, INC. 1605 N. Roosevelt Bl., Key West, FL 33040 Instruction, sales, service, charters, air. Private instruction and open water checkouts.	305/296-3823
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